MICROFILM

START OF ROLL

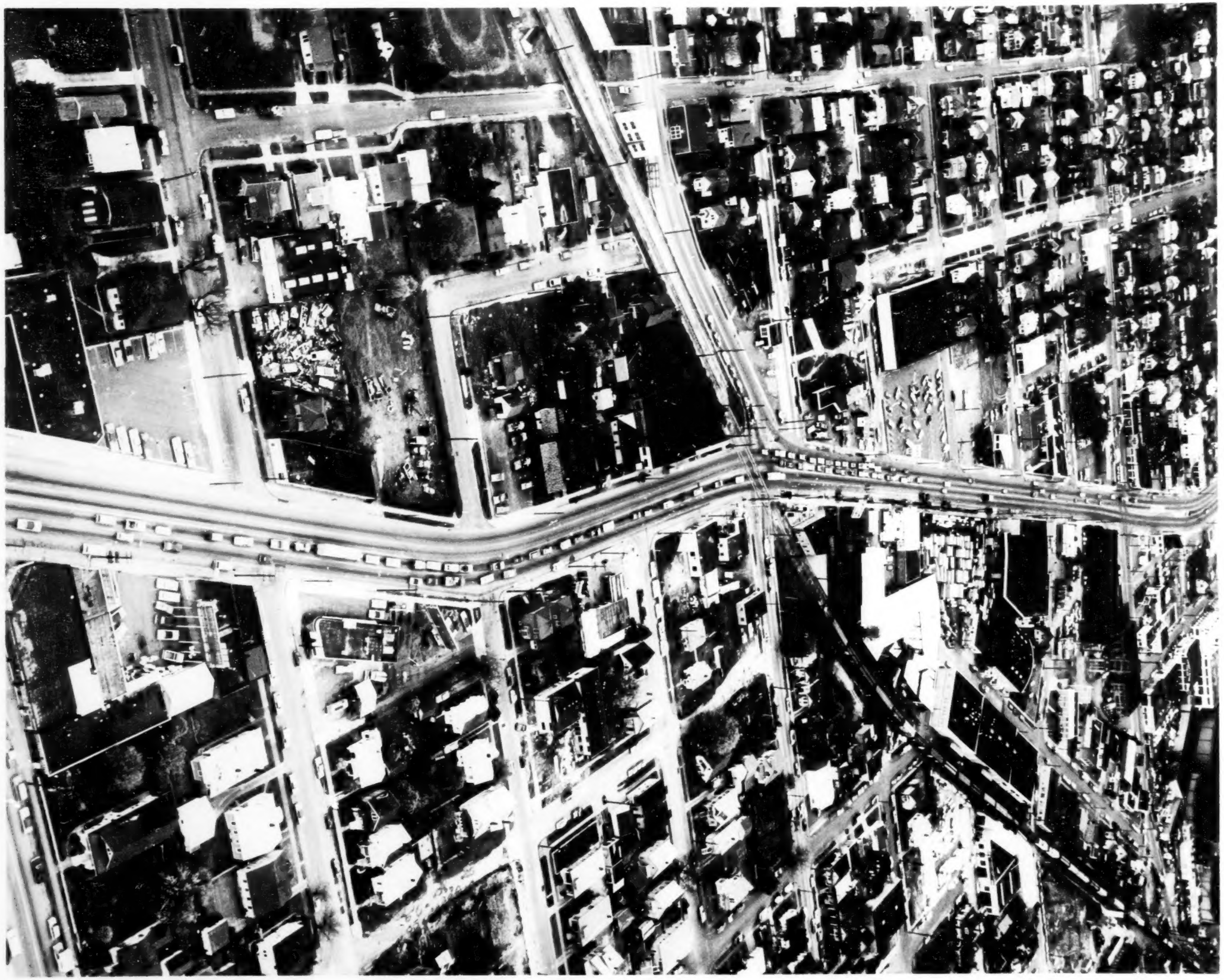
ROLL NO.

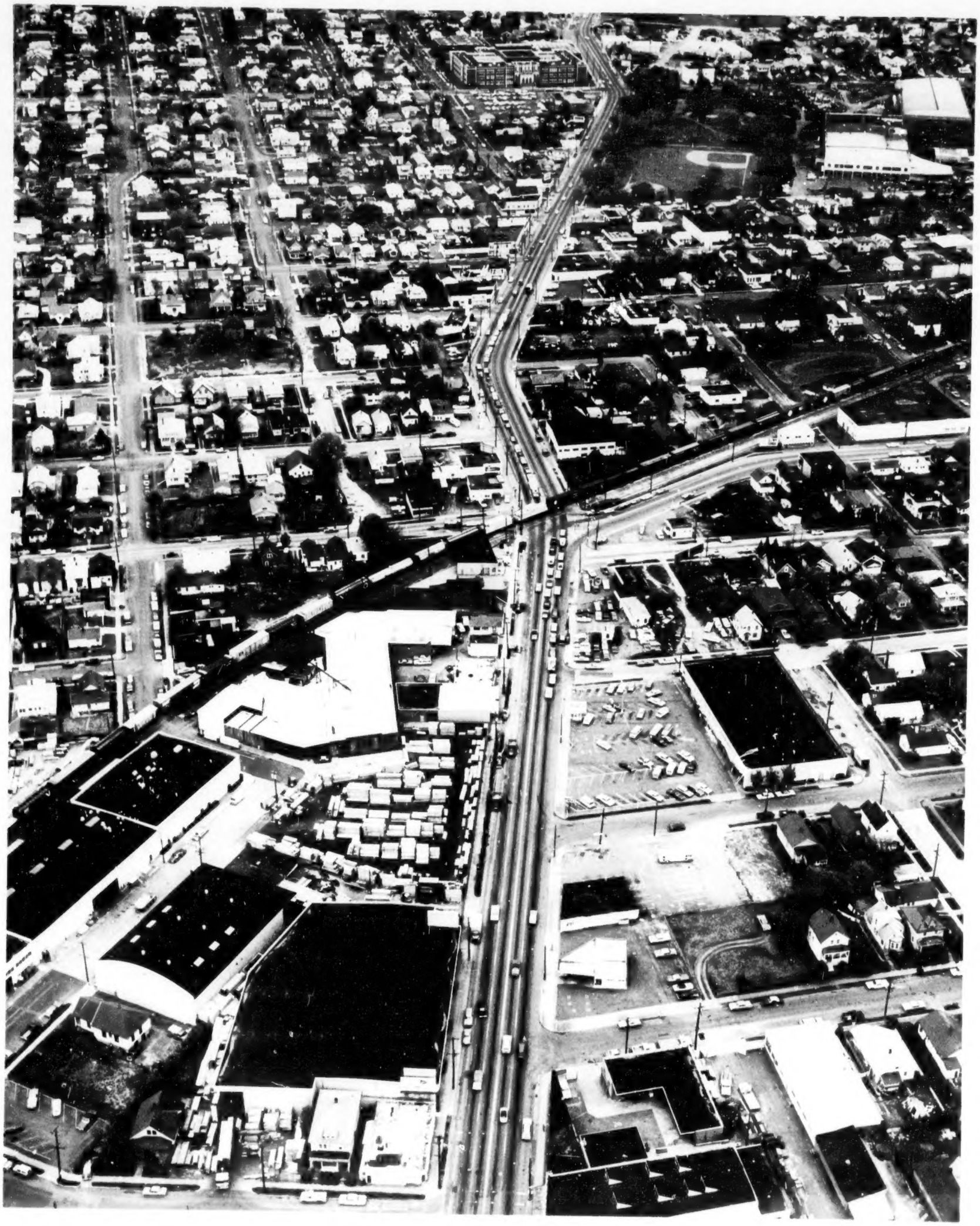
REEL 158

CONTRACT # 7741

CONTINUED FROM 157

7741 S.E. 17th & Powell Blvd. Sec., 1972
Mt. Hood Hwy., in Ptld. (Grad., pav.,
struct., sign., illum.) Folder #4





FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
COUNTY & CITY SECTION
APR 20 1972
ENGR. COOR. CE HE UE
UPE CE RE RPE

Salem, Oregon
April 18, 1972

SUBJECT: State Billing
17th and Powell

To: F. B. Klaboe
Deputy State Highway Engineer

B U I L D I N G

It appears the original intent of the tri-party agreement on the subject project was for the State to bill each party each month and the bills would be paid.

There is some ambiguity if not out right contradiction in the terms of the agreement. For example, in the tri-party agreement the State and Railroad are required to submit a statement of costs to date each month. The City is required to submit progressive statements, but there is no mention as to when or how often.

The State-Railroad agreement provides for the Railroad to bill 120 days after completion of the project. To date, the City has accrued about $900,000 in right of way costs, but to our knowledge has submitted no statement of costs.

Mr. Wayne Oberding of the City of Portland told Mr. Richard Unrein of our County-City Section the City prefers not to be paid at this time since all payments are placed in the City's "General Fund" where it is difficult to get the money back into road funds. The City expects part of its one-third share to come from TOPICS money so it would prefer to "settle up" after the project is completed.

It would be difficult to bill the Railroad its full share without having a statement of City costs to date or the City without Railroad costs.

It has been suggested the financing would be simplified by the State submitting monthly cost statements to keep the other parties informed, and the billing and payments would be processed following completion of the work.

APPROVED
DEPUTY STATE HIGHWAY ENGINEER
Date 4/20/72

V. E. Skoog
Controller

RECEIVED
APR 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

VES:JJ:bg

cc: Jess Jones

[redacted]

[redacted]
Commissioner of Public Works
City of Portland
1220 S. W. 5th Avenue
Portland, OR 97204

[redacted] Transportation
Company
324 Union Station
Portland, OR 97209
Attention: Mr. E. A. Kendrew

Gentlemen:

S.E. 17th & Powell Blvd. Section
Mt. Hood Highway

The State Highway Commission on April 27 opened bids on the 17th and Powell Boulevard project. Apparent low bid was submitted by Donald M. Drake Company of Portland.

Total anticipated cost of the project based on the low bid is as follows:

Contractor's bid		$2,740,125.30
Anticipated Additional Items:		
Flagging	$ 7,500.00	
Railroad costs	109,465.00	
Temporary Erosion Control . . .	25,000.00	
Adjustment City Utilities . . .	50,000.00	
Adjustment Traffic Signals . .	10,000.00	
Ceramic tile mural	11,000.00	
On-the-Job Trainees	3,200.00	
Miscellaneous Items (3)	1,150.00	
		217,315.00 ✓
		$2,957,440.30 ✓
Engineering and Contingencies (12 1/2%)		369,680.04 ✓
Total		$3,327,120.34 ✓

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COUNTY & CITY SECTION
APR 28 1972
☑ ENGR. ☐ COOR. ☑ CE ☐ LE ☑ UE
☑ UPE ☐ CE ☐ RE ☑ RPE ☐

Other Project Costs:		
Preliminary Engineering	$130,000.00	
Right-of-way	790,000.00	
Street closure work	75,000.00	
		995,000.00
Total		$4,322,120.34

In accordance with the project agreement, the State, City and Railroad each shall pay one-third of the actual total cost of the project. At this time, it is estimated that each party's share of the cost will be approximately $1,440,000. 706.70

It is emphasized that the project agreement requires the submittal of progress statements to the State outlining the project costs that you have incurred to date. Upon receipt of these statements, the State will issue progress statements of total project costs to date.

It is anticipated that the contract will be awarded to Donald M. Drake Company about May 12, 1972.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
F. B. KLABOE

F. B. Klaboe
Deputy State Highway Engineer

cc Wayne Oberding

bc George M. Baldwin
Tom Edwards
Floyd Query
R. L. Schroeder
E. S. Hunter
A. E. Johnson
L. H. Young
V. E. Skoog
C. T. Keasey
W. J. Hart
D. H. Moehring
L. E. George
F. L. Hall
H. S. Cox
H. S. Coulter

RECEIVED
MAY 1 - 1972
FOR FILING

A. W. KILBORN
SUPERINTENDENT 7741
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

Southern Pacific Transportation Company

251 Union Station • Portland, Oregon 97209

IN REPLY PLEASE REFER TO

April 14, 1972

GMO 72773
0-0-69-25

Routing

Keasey — RECEIVED — Pease
Bond — Glenn
Walker — APR 18 1972 — Litchfield
Johnsen — CONSTRUCTION SECTION — Berg

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to your letter of April 6, transmitting construction plans and special provisions for S. E. 17th and Powell Blvd. Section of Mt. Hood Highway, Portland.

The ballast specifications on page 25 should be revised to meet the attached specification for crushed rock ballast for high speed track.

Also, the last line on page 7 should indicate the date of November 1, 1970.

With these exceptions, the special provisions appear satisfactory.

Yours truly,
A W Kilborn

Attch.

Copy to E S Hunter

NOTED
E. S. HUNTER

cc Hall for Info

CRUSHED ROCK BALLAST SPECIFICATIONS FOR HIGH SPEED TRACK.

Crushed rock ballast shall be made from hard, tough rock or boulder which will not disintegrate under action of the weather nor when worked in track. All boulders which will pass through a 6" circular opening shall be rejected. The balance shall be washed before crushing. The crushed material shall be angular, rough surfaced, clean and free from screenings, sand, loam and other deleterious substances and graded within limits given below. It must pack in the ballast bed, provide drainage, firm and uniform bearing for ties and be of proper quality to hold track in line and surface.

All particles of the ballast shall have been broken by the crusher, must have more than one broken surface and not measure over $2\frac{1}{2}$" in any dimension.

The percentage of wear of prepared ballast tested in the Los Angeles machine shall not be greater than 25% for 500 revolutions.

The soundness of prepared ballast shall be such that when tested in the Sodium Sulphate, soundness test loss shall not be in excess of 10 percent after 5 cycles.

When tested on standard laboratory sieves with square openings, the ballast shall conform to the following grading:

Square Openings	Percent Passing Screen
2"	100%
1-1/2"	89% to 97%
1-1/4"	80% to 90%
1"	55% to 65%
3/4"	22% to 32%
5/8"	10% to 20%
1/2"	5% to 13%
3/8"	0% to 2%

Shipments of ballast not conforming to these specifications, shall be rejected at the shipper's expense.

Prepared in Office of Chief Engineer,
Southern Pacific Company, San Francisco,
February 12, 1946.

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-11-72

FEDERAL AID PROJECT NO.
E[illegible]-T-5025(18)

STATE PROJECT NO.
S.E. 17TH & POWELL BLVD.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-66

COUNTY NAME
MULTNOMAH

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

4-13-72 Young

DATE PS&E APPROVED
APRIL 5, 1972

DATE AUTHORIZATION EFFECTIVE
APRIL 5, 1972

FEDERAL ROUTE NUMBER
URBAN ROUTES 5021 AND 1081

STATE ROUTE NUMBER
MT. HOOD HIGHWAY ROUTE 26

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING $7,500; TEMPORARY EROSION CONTROL $25,000; ON THE JOB TRAINING $3,200; PERMANENT PAVEMENT STRIPING BY STATE FORCES $100; RAILROAD PROTECTIVE COSTS $17,000 AND STAGE CONSTRUCTION STRIPING $50; AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [X] OTHER (Specify)
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

CONTRACTOR'S FLAGGING	$7,500	PERMANENT PAVEMENT STRIPING BY STATE FORCES	$100
TEMPORARY EROSION CONTROL	25,000	RAILROAD PROTECTIVE COSTS	17,000
ON THE JOB TRAINING	3,200	STAGE CONSTRUCTION PAVEMENT STRIPING	$50

REMARKS
MR. YOUNG'S APRIL 3, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HSVE BEEN REVIEWED AND AHE APPROVED.

IN ACCORDANCE WITH THE POLICY STATED IN OUR 2-2-72 LETTER, FEDERAL PARTICIPATION IN PILING IS LIMITED TO THAT PORTION ACTUALLY IN PLACE AND INCORPORATED WITHIN THE STRUCTURE.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 "FINAL ESTIMATE AND FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

THE ABOVE AUTHORIZATION IS GRANTED ON THE UNDERSTANDING THAT THE RIGHT TO ENTER AND USE ALL RIGHT OF WAY WILL BE ACQUIRED PRIOR TO YOUR REQUEST FOR CONCURRENCE IN AWARD.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

NOTED
FOR R. D. ASSBURY

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
APR 11 1972	[signature]	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Noted 4-14-72

RECEIVED
APR 5 - 1972
FOR FILING

bc: R. L. Schroeder
H. S. Coulter

OREGON STATE HIGHWAY DIVISION

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 4, 1972

Mr. Wayne Oberding
State Highway Coordinator
City Hall
Portland, Oregon 97204

RE: TOPICS Project EHS-T-5025(18)
SE 12th Avenue-SE 22nd Avenue Section
SE Powell Boulevard

Dear Mr. Oberding:

Your request to increase the amount of Federal TOPICS funds for the subject project was approved by the Highway Commission today.

Attached for your information is a summary of the Federal TOPICS share of this project.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:mm
Att.

CITY OF PORTLAND
Proposed TOPICS Project

S.E. 12th Avenue-S.E. 22nd Avenue (Portland) Section of S.E. Powell Boulevard (FAU Nos. 5021 & 1081) (S.E. 17th Avenue & Powell Boulevard Grade Separation). Right-of-way, grade, pave, and structure. $4,280,000 ($1,460,000 Federal TOPICS funds).

Highway Commission approval was received on July 7, 1970 and on May 4, 1971, for the City of Portland to use a total of $400,000 of Federal TOPICS funds to help finance their 1/3 share of the cost of this project.

This proposed project will increase the previously approved $400,000 in Federal TOPICS funds to $1,460,000. Of this amount $860,000 will apply to the City's 1/3 share of the cost of the project and $600,000 will apply to the State's 1/3 share.

The normal State matching funds will be from the balance of the State's 1/3 share of the project and the City's normal matching funds will be from the balance of the City's 1/3 share of the project.

Public hearing was held June 2, 1970.

SUMMARY, TOPICS FUNDS
Fiscal Years 1970, 1971 & 1972 Projects

CITY	SECTION	PROGRAMMED AMOUNT	STATE COST
MEDFORD	Citywide traffic signals. Signal installation, upgrading, and replacement.	$ 70,000	$ 14,000
	TOTAL NEW PROJECTS	$ 70,000	$ 14,000
Increase in Previously Approved Project			
PORTLAND	SE 12th Avenue-SE 22nd Avenue, SE Powell Boulevard. Grade, pave, and structure.	$2,433,000 ($1,460,000 Federal funds)	(487,000)
	Amount approved by Highway Commission on July 7, 1970 and May 4, 1971	$ 667,000 ($400,000 Federal funds)	(133,000)
	TOTAL INCREASE	$1,766,000	$ (354,000)
	TOTAL	$1,836,000	$ 14,000

SUMMARY BY FISCAL YEAR	1970 & 1971	1972	TOTAL
Allocated Funds	$ 5,472,000	$ 1,450,000	$ 6,922,000
Approved Projects (corrected to date)	4,838,000	--	4,838,000
Unprogrammed Balance	634,000	1,450,000	2,084,000
Proposed Projects: 4/4/72	634,000	1,202,000	1,836,000
Unprogrammed Balance	$ --	$ 248,000	$ 248,000

72-b
3/22/72

RECEIVED
APR 4 - 1972
FOR FILING

7741

April 3, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

FROM George H. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Complete PS & E documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on April 27, 1972.

I-205-7(24)304	S.E. Foster Rd.-S.E. Causey Ave. Sec.
BUS-I-5-6(74)392	N. Columbia Blvd.-Marquam Br. Section
U-168(26)	Ross Island Br.-Roadway St. Section
F-196(27)	Sodaville Rd.-Vail Creek Section
F-157(13)	5th St.-Oak St. (Phoenix) Section
BUS-I-5025(13)	S.E. 17th & Powell Blvd. Section

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with IM 21-5-63, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with Mr. Whitton's circular memorandum of May 25, 1964, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

We are forwarding right-of-way and utility-railroad status reports which contain proper certifications as required by PPM 21-12.

Attachment
CL:js

3-72

P.E. 26-0608
R/W.
CONST. 26-0608

P.E. Subsequent to 10/16/69:

State: 33⅓% 600,000 TOPKS

City: 33⅓% = #860,000 TOPKS

R.R.: 33⅓% #1,200,000

$$3 \overline{)3{,}600{,}000} \quad 1{,}200{,}000$$

2,400,000

$$\begin{array}{r} 860 \\ 340 \\ \hline 1{,}200 \end{array}$$

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
March 31, 1972

SUBJECT: SUPPLEMENTAL
Right of Way Status
Topics
Bid Opening April 27, 1972

To: L. H. Young
Program and Planning Engineer

B U I L D I N G

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project all rights of way and rights of entry are acquired with the exception of the files listed following the name of the project: SE 17th and Powell Blvd. Section

44329 - 5B
44329 - 5C
44329 - 5D
44329 - 6
44329 - 8
44329 - 9
44329 - 11
44329 - 17
44329 - 18
44329 - 26
44329 - 29

We expect to have possession and all rights of entry and rights of access, if necessary, of these files on May 11, 1972, the date the attorney for the city of Portland has filed in court for possession of these files in condemnation.

We will have all rights of entry and rights of access, if necessary, by the date we request Federal Highway Administration concurrence in the award of the contract ~~with the exception of the three properties included in D. J. Smith's letter of March 7, 1972, which are to be held out of the contract. If displacement is involved on these properties, the State will comply with the provisions of IM 80-1-71.~~ see attached City letter of 3-28-72

Our previously submitted assurances of an adequate relocation assistance program and real property acquisition policy assurances have been fully implemented. All persons and occupants of the right of way within

NOTED
R. D. ASBURRY

Chas

this project, who have been displaced subsequent to August 23, 1968, have either: relocated to decent, safe, and sanitary housing; obtained the right of possession of adequate replacement housing; been offered by the State decent, safe and sanitary housing available for immediate occupancy.

This certification does not include right of way, rights of access and rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

John R. Oakes
Assistant R/W Engineer

JRO:ha

cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
MAR 31 1972
PROGRAMING SECTION

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

RECEIVED
COUNTY & CITY SECTION
MAR 31 1972
ENGR. ☑ DSGNR. ☑ OE ☑ LA ☑ UE ☐
WPE ☑ CE ☑ RE ☑ WPE ☐

CITY OF PORTLAND
OREGON
97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

March 30, 1972

Tom Edwards
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention: H.S. Cox, County and City Engineer

Subject: F.A.P. No. T-5025(18), SE 17th & Powell Blvd.
R.R. Grade Separation R/W and Utilities
Certification.

Dear Mr. Edwards:

Submitted herewith is the City's Certification for the acquisition of right-of-way and the disposition of the existing utilities for the subject project. Also attached are copies of a letter from the law firm representing the City in the condemnation of the properties which the City was unable to acquire by negotiation, summarizing the dispostion of the remaining parcels..

Our understanding is that this certification must be made prior to the contract advertising stage for this contract.

Very truly yours,

JAMES L. APPERSON
City Engineer

By R N Cruden
R. N. CRUDEN, Chief
Street and Structural
Engineering

WJO:bc

Encls.

CC: J.R.Oakes w/att
R.N. Chase "
T.W. Litchfield "
C.G. Swenson "
H.S. Coulter "
F.B. Klaboe w/att
R.L. Schroeder "
E.S. Hunter "

T

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

RECEIVED
COUNTY & CITY SECTION
MAR 31 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON
97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section

SUBJECT: Federal Aid Project No. EPS-T-5025(18)
Project Name S.E. 12th Ave.-S.E. 21st Ave.
Section, Mt. Hood Hwy. (S.E. Powell Blvd.)

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project will have been secured on or before May 11, 1972.

2. We hereby certify that:

   (a) All incidental charges related to the transfer of property will have been paid by City by May 11, 1972, in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   (b) In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been or will have been provided relocation payment, if eligible, and relocation assistance, by May 11, 1972. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Portland, Oregon
this 28th day of March, 1972.

CITY OF PORTLAND

James L. Apperson

James L. Apperson, City Engineer

WILLIAMS, MONTAGUE, STARK, HIEFIELD & NORVILLE, P.C.
ATTORNEYS AND COUNSELORS AT LAW
BOISE CASCADE BUILDING
PORTLAND, OREGON 97201

TELEPHONE 222-9966

DAVID R. WILLIAMS
MALCOLM I. MONTAGUE
DONALD R. STARK
PRESTON C. HIEFIELD, JR.
OLIVER I. NORVILLE
JAMES E. GRIFFIN
LARRY C. HAMMACK
RICHARD E. ALEXANDER

ALFRED A. HAMPSON
OF COUNSEL

March 15, 1972

Oregon State Highway Division
District Right of Way Office
P.O. Box 13160
Portland, Oregon 97213

Attention: Mr. Louis C. Grothaus, District Right of Way Supervisor

Dear Mr. Grothaus:

Re: SE 17th & Powell
Mt. Hood Freeway
Mt. Hood Highway
Multnomah County

Files 44329 - 5b, 5c, 5d
44329 - 6
44329 - 8
44329 - 9
44329 - 29

I have your letter of March 10, 1972 requesting information on possession dates for the above files. The report on possession of these properties is as follows:

44329 - 5b: This is a separately filed condemnation suit against Sunseri with the primary tenant being Safeway Stores. A motion for possession has been filed and notice for possession under the Uniform Relocation Act has been given. A motion for early possession has been filed with the court and will be heard near the end of this month. The date of the possession requested is May 11, 1972.

44329 - 5c: This is a Sunseri property which has been separately filed. A motion for possession has also been filed requesting possession as of May 11, 1972. Notice pursuant to the Uniform Relocation Act has been given.

44329 - 5d: This is a separately-owned Sunseri property with a condemnation suit filed, along with a motion for possession requesting possession as of May 11, 1972. Notice under the Uniform Relocation Act has been given.

44329 - 6: This property has been optioned by agreement with the owner and an agreement has been obtained from his attorney to give possession of the premises on or before May 11, 1972.

44329 - 8: A stipulation has been obtained in a court-filed case for possession to be given on May 11, 1972.

44329 - 9: A stipulation for possession as of May 11, 1972 has been obtained in a court-filed condemnation suit.

44329 - 29: A condemnation suit has been filed and notice given pursuant to the Uniform Relocation Act. A motion for possession is pending, requesting possession as of May 11, 1972.

It is not anticipated that there will be any difficulty in obtaining possession of these properties by court order prior to May 11, 1972.

I am also General Counsel for the Portland Development Commission. As you probably know, the Development Commission is the contracting agency for relocation on behalf of the City. I have discussed in detail the relocation status with the personnel of the Portland Development Commission. All of the property owners have been contacted and there do not appear to be any delays in obtaining possession to any of the parcels. The parties in possession in each instance have been contacted and relocation benefits explained to them. If anything further is needed, please advise me.

Very truly yours,

WILLIAMS, MONTAGUE, STARK,
HIEFIELD & NORVILLE, P.C.

Donald R. Stark

DRS/bb
cc: Mr. D. H. Moehring
Mr. B. J. Smith
Mr. Ray Cruden

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
March 28, 1972

SUBJECT: Right of Way Status
Topics
Bid Opening April 27, 1972

To: Mr. L. H. Young
Program and Planning Engineer

B U I L D I N G

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project all rights of way and rights of entry are acquired with the exception of the files listed following the name of the project: SE 17th & Powell Blvd. Section.

44329 - 5B
44329 - 5C
44329 - 5D
44329 - 6
44329 - 8
44329 - 9
44329 - 11
44329 - 17
44329 - 18
44329 - 26
44329 - 29

We expect to have possession and all rights of entry and rights of access, if necessary, of these files on May 11, 1972, the date the attorney for the city of Portland has filed in court for possession of these files in condemnation.

We will have all rights of entry and rights of access, if necessary, by the date we request Federal Highway Administration concurrence in the award of the contract with the exception of the three properties included in B. J. Smith's letter of March 7, 1972, which are to be held out of the contract. If displacement is involved on these properties, the State will comply with the provisions of IM 80-1-71.

Our previously submitted assurances of an adequate relocation assistance program and real property acquisition policy assurances have been fully implemented. All persons and occupants of the right of way within

NOTED
R. D. ASBURRY

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

7711

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 28, 1972

TO Oregon State Highway Commission

AGENDA
APR 4 1972
40

FROM Tom Edwards
State Highway Engineer

SUBJECT **Proposed TOPICS projects**

Presented at the April 4 meeting will be requests from the Cities of Medford and Portland for Federal-aid TOPICS projects.

The City of Medford is requesting a project to install a traffic control signal at one intersection, to replace an existing traffic control signal at a second intersection, and to upgrade the existing traffic control signals at 47 intersections throughout the city. This project is estimated to cost $70,000 of which $14,000 will be the cost to the State.

The City of Portland is requesting that the Federal-aid TOPICS portion of the 17th and Powell project be increased to $1,460,000. Of this amount, $660,000 will apply to the City's one-third share of the cost of the project and $600,000 will apply to the State's one-third share. No additional State funds will be required by this approval.

These projects have been investigated and are eligible for funding under the TOPICS program.

I recommend your approval and request authority for the Secretary to sign project agreements for and on your behalf.

bc: Floyd Query
George Baldwin
F. B. Klaboe
R. L. Schroeder
L. H. Young
L. E. George
V. E. Skoog
H. S. Cox
H. S. Coulter
J. H. Versteeg
Gary Ross
Gary Sund

RHB:mm cg

NOTED
FLOYD QUERY

RECEIVED
MAR 29 1972

FOR FILING

77411

17th & Powell

DATE March 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
April 27 Bid Letting

Bids will be taken April 27, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. S. E. Foster Road-S. E. Causey Avenue Section, East Portland Freeway, Multnomah and Clackamas Counties
Grade and Structures Project

   Sidewalks are being provided on overcrossing structures and various locations throughout the length of the project.

2. N. Columbia Boulevard-Marquam Bridge Section, Pacific Highway, Multnomah County
Sign, Illumination and Safety Project

   No footpaths or bicycle trails are incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Arlington and Lime Sections, Columbia River and Old Oregon Trail Highways, Gilliam and Baker Counties
Pneumatic Applied Mortar Project

   Same as Number 2.

4. La Grande Section, Old Oregon Trail Highway, Union County
Roadside Improvement Project

Same as Number 2.

5. Ross Island Bridge-Roadway Street Section, Pacific Highway East, Multnomah County Roadside Improvement Project

Same as Number 2.

6. Rickreall-Independence Junction Section, Willamina-Salem Highway, Polk County
Grade, Pave, Structure and Sign Project

Sidewalks are being provided on this project.

7. Sodaville Road-Vail Creek Section, Santiam Highway, Linn County
Grade and Pave Project

Sidewalks are being provided on this project.

8. 5th Street-Oak Street (Phoenix) Section, Rogue Valley Highway, Jackson County
Grade and Pave (Co-op.) Project

Sidewalks are being provided on this project.

9. S. E. 17th Street and Powell Boulevard Section, Mt. Hood Highway, Multnomah County
Grade, Pave and Structure Project

Sidewalks are being provided on this project. Previously on January 11 meeting agenda.

10. Gales Creek Road at "E" Street and Pacific Avenue at "B" Street (Forest Grove) Section, Washington County
Grade, Pave, Signals and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicated an absence of any need for such paths and trails."

11. Newmark Street-South City Limits (North Bend) Section, Broadway Street, Coos County
Grade and Pave Project

Same as Number 10.

12. Columbia River Highway-Old Portland Road Section, FAS 574 (Gable Road), Columbia County
Grade, Pave and Signal Project

Paths and trails will not be established under this project inasmuch as the cost of establishing such paths or trails would be excessively disproportionate to the need and use. Location/design approval for the project was given November 3, 1969. Subsequently, right-of-way and design criteria was established in 1970, which was before the effective date of ORS Chapter 376 as adopted by the 1971 legislature. Columbia County has already acquired the necessary right-of-way for the project based on a roadway consisting of two 12-foot travel lanes and 8-foot paved shoulders. To revise the roadway at this time and require the County to return to the property owners for additional right-of-way to accommodate a footpath or bicycle trail would cause unwarranted expense to the County.

13. Thompson Falls (MP 12.4) Slide Section, FAS 608, Lewis & Clark Road, Clatsop County
Slide Correction Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

14. Little Nestucca River (Header) Bridge Section, Little Nestucca Highway, Tillamook County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

15. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Provides a bike route along the Willamette River. Previously on February 22 meeting agenda.

16. Columbia River (Astoria) Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

17. Youngs Bay Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

18. Charleston (South Slough) Bridge, Cape Arago Highway, Coos County
Painting Project

Same as Number 13.

19. Cascade Highway at Otty Road Section, Clackamas County
Traffic Signal Project

Same as Number 13.

20. Pacific Highway West at Villa Road (Newberg) Section, Pacific Highway West, Yamhill County
Traffic Signal Project

Same as Number 13. Previously on February 22 meeting agenda.

21. Mary S. Young State Park, Clackamas County
Grade, Pave and Building Project

Foot paths will be established within the park.

22. Cedar Hills Boulevard Interchange, Sunset Highway, Washington County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

23. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
Roadside Improvement Project

Same as Number 22.

These matters will be on the agenda for the April 6 meeting and your approval is requested.

JDM:jp fa

bc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
Victor D. Wolfe
Gary Sund
Gary Ross

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APR 5 - 1972
FOR FILING
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RECEIVED
MAR 21 1972
LEGAL

...IED
R. OAKES

WILLIAMS, MONTAGUE, STARK, HIEFIELD & NORVILLE, P.C.
ATTORNEYS AND COUNSELORS AT LAW
BOISE CASCADE BUILDING
PORTLAND, OREGON 97201

TELEPHONE 222-9966

DAVID R. WILLIAMS
MALCOLM F. MONTAGUE
DONALD R. STARK
PRESTON C. HIEFIELD JR.
OLIVER J. NORVILLE
JAMES E. GRIFFIN
LARRY C. HAMMACK
RICHARD E. ALEXANDER

ALFRED A. HAMPSON
OF COUNSEL

D. H. MOEHRING

March 20, 1972

Mr. Leonard I. Lindas
Chief Counsel
State Highway Department
State Highway Building
Salem, Oregon 97210

Dear Mr. Lindas:

Re: 17th and Powell Undercrossing

Enclosed is a copy of a billing presented to the City of Portland for services rendered regarding the 17th and Powell Undercrossing. A recent letter detailing the present status of these cases is also enclosed for your information. Mr. Leo Nuttman, Deputy City Attorney, has requested that I forward this billing to you since ultimately the project costs will be shared partially by the State Highway Department. If any further information is needed regarding the status of the condemnation proceedings, please advise me.

Very truly yours,

WILLIAMS, MONTAGUE, STARK,
HIEFIELD & NORVILLE, P.C.

Donald R. Stark

DRS/bb
Enclosures

3-24-72
Sent copy to John Day in Argonaut
and return to me.

3-27-72

(Powell Undercrossing)

RECEIVED
MAR 21 1972
LEGAL

March 15, 1972

City of Portland

FOR PROFESSIONAL SERVICES RENDERED:
(Per Attached Sheets) $6,600.00

DRS:nb

March 14, 1972

Mr. B. J. Smith
City of Portland
Room 311 City Hall
1220 S.W. Fifth Avenue
Portland, Oregon 97204

Re: 17th and Powell Undercrossing
Status Report

Dear Bobby:

This is a short status report on each of the parcels sent to this office for acquisition. I am also forwarding at this time a billing for services to date. Now that the cases are at issue, there will probably be very little in the way of services rendered until time of trial preparation for those that go to trial.

Parcel 5B

A formal offer has been made and has been followed by a complaint for condemnation. The offer is in the amount of $125,000 (the figure authorized by the State Highway Department), and the amount of just compensation pleaded in the complaint is $90,000 (our low appraisal). I have retained Elmer Kolberg to appraise this property for testimony in the event of trial because of the differences in our appraisals. You will recall we have one at $90,000 and one at $180,000. Notice of early possession has been sent to every party of interest, and a motion for early possession has been filed. A warrant of the City will be deposited in the amount of $90,000 prior to asking the court for an order for possession. Negotiations are proceeding with Virgil Columbo and Charles Peterson regarding settlement of this case, but it is my opinion that the case will undoubtedly be tried. The defendant's only appraisal is by William Barendrick in the sum of $225,000. The property owners are now obtaining a second appraisal.

Parcels 5C and 5D

These parcels have been separately offered on and separately filed on. A brief has been prepared to defend against a motion for consolidation. The test on consolidation will be whether the properties have sufficient unity of title and sufficient unity of use to justify being treated as one parcel. The desire to keep these parcels separated is brought about by the fact that our own appraiser feels that together the properties are worth $100,000 more than if treated separately. Offers have been made on the high of two appraisals treating the parcels separately. These parcels are defended by Virgil Columbo and Charles Peterson. They have Bill Barendrick as an appraiser for the whole and have indicated they do not have appraisals treating the parcels separately. The existing use is not the same as there are separate tenants on the two parcels, but the highest and best use is probably unified for service station purposes. The tenants have been contacted with regard to relocation and have cooperated with regard to possession. Motions for early possession have been filed with the court and warrants of the City are available for depositing the pleaded amount in each case.

Parcel 6

A formal offer was made to the property owner on this case. He is represented by Paul Meyer. Subsequent to the offer, a negotiated settlement was reached based upon approval by the City of Portland. It is presently in the process of being adopted.

Parcel 8

This property owner is represented by Bill Murray. A formal offer has been made followed by filing of the complaint. I have met several times with Mr. Murray with regard to settlement of the matter, and I am awaiting

at this time a response to a recommended settlement. The property owner in this case has a valid appraisal by Mr. N. A. Ambrose, a member of the American Institute of Real Estate Appraisers substantially in excess of the single appraisal we have on this property. I expect the case to settle, but if it does not, it will probably be necessary to obtain additional testimony for purposes of trial. The property owner is cooperating with regard to early possession and relocation services have been tendered to the property owner. A stipulation for early possession is being entered into with Mr. Murray so that no problem will be met at contract awarding time.

Parcel 9

This property owner is also represented by Mr. Murray and is an identical status with parcel 8 above. Again, Mr. Ambrose has appraised for the property owner and is substantially in excess of our appraisal. It is felt, however, that the settlement opportunities are excellent and because of a stipulation for early possession, no problem will be encountered because of awarding of the contract.

Parcel 29

This property owner is represented by Mr. George Mead. The original taking for a temporary shoofly railway easement required demolition of the property owner's home. A slight modification in the legal description has now avoided the house, and our appraisal valuation has been reduced from over $5,000 to $500. In addition, no relocation benefits will be necessary. Mr. Mead has indicated that the case will be tried and does not wish to discuss settlement except on the basis of buying the defendant's entire property.

The services performed enclosed are in a sense separated into various parcels by property owners name. In the early establishment of these files and review of facts preparatory to filing condemnation suits many of the services overlapped. For this reason, the miscellaneous services rendered

are in effect rendered almost equally for all files. The majority of services were rendered by myself, but during my recent encounter with Asian flu, a great deal of work was done by Oliver Norville primarily in the area of quick taking. The total hours rendered on these matters to date is 220 hours representing entire services rendered from the date the files were forwarded to us to the date of this letter. Our bill is therefore enclosed in the sum of $6,600. If anything further is needed to document this billing for purposes of payment through the auditor's office, please advise me. Additional copies are supplied in the event that they are needed for forwarding to Og Young at Southern Pacific or Leonard Lindas at the State Highway Department.

Very truly yours,

WILLIAMS, MONTAGUE, STARK,
HIEFIELD & NORVILLE, P.C.

Donald R. Stark

DRS:nb

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MAR 17 1972
FOR FILING

7741

cc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
L. H. Young
H. S. Cox
V. E. Skoog
Gary Ross
Gary Sund
Frank L. Hall

DATE March 16, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Finance Approval**

The S. E. 17th and Powell Boulevard Section, Mt. Hood Highway in Multnomah County is scheduled for an April letting. The total estimated cost for construction is $4,280,000. Breakdown of the one-third participation by each agency is as follows:

Fund Distribution	F.A. TOPICS	State Program	Cash Deposit	Total
State Share	$600,000	$826,667	--	$1,426,667
City & Mult. Co.	860,000	--	City (166,667 Co. (400,000	1,426,667
Railroad Share	--	--	1,426,667	1,426,667
			Total	$4,280,000

The Topics funds ($1,460,000) have been programmed with the FHWA and the participation by the City, County, and Railroad are covered by agreement. I recommend this method of funding this project and request your authorization to add the State's share of $826,667 to the current State Construction Program.

This matter was approved by Chairman Jackson on March 14. It will be on the agenda for your confirmation at the April 4 meeting.

BLG:dg 1a

RECEIVED
APR 7 - 1972

files

FORM E-30
FOR FILING

7741

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem
March 14, 1972

To: F. B. Klaboe
Deputy State Highway Engineer

SUBJECT:

O F F I C E

On this date, Chairman Jackson cleared the following projects:

Sodaville Road-Vail Creek Section
Santiam Highway, Linn County

Wells Creek-Jack Creek Section
Umpqua Highway, Douglas County

17th & Powell Section
Mt. Hood Highway, Multnomah County

} Furnish appraisal to public law and contract JK

Tom Edwards
State Highway Engineer

TE:ms

NOTED
E. S. HUNTER

Item held in NO A folder on agenda JK TE

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

RECEIVED
MAR 1
FOR FI...

OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

97204
1220 S.W. 5TH AVENUE • PHONE (503) 220-6141

March 9, 1972

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. F.B. Klaboe, Deputy State Highway Engineer

Subject: Proposed Construction - S.E. 17th and Powell Boulevard
Section Mt. Hood Highway

Dear Mr. Baldwin:

Reference is made to your request for an assurance that the City can meet its obligation of one-third of the total cost of the project.

The City has adequate funds allocated in our current budget to cover our financial share considering the additional TOPICS commitment requested in our letter of February 28th to Tom Edwards, and confirmed in our agreement of February 29th.

We have been bank-rolling the acquisition of right of way and should be entitled to some refund from the State and Railroad since these right of way costs exceed the local share based on the above-referenced commitments.

Very truly yours,

JAMES L. APPERSON

City Engineer

NOTED
E. S. HUNTER

JLA:j

RECEIVED
MAR 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

3-10-72
REFERRED TO
Hunter - Thorp - Lof -
BY DEPUTY STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FO
OF INDIVIDUAL PROJ
(PPM 21-

CARD 2	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65: US 26 S.E. Powell Blvd. (Portland) 13th to 21st	ADT	30,350	FUTURE *27,700 (66)–(71)	

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) 26–62: Gr., Dr., H.T. Pave. & 2 Strs.	NATL. FOREST (63)–(65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66)–(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72–73: EHS	PL AU 74

CARD 4	CLASS OF FEDERAL FUNDS [1]: TOPICS	COUNTY NAME
	NAME OF URBAN AREA (17-31): Portland	F.A. SYSTEM: Urban

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES	TOTAL COST
1	11–(12)	16	41	42	43 - 46	59					(54)–(58)	(59)
5					PE ROW CONST		ITEM AS NOW PROGRAMED (Safety)	66	EHS-T-5025(18)	US 26 SE Powell Blvd. (Portland) between SE 13th Pl. & SE 21st St. "SE 17th & Powell Blvd. Section"	0.41	3,600,000
										PROJECT TOTAL	0.41	3,600,000
5					PE ROW CONST		REQUESTED REVISION (Safety)	66	EHS-T-5025(18)	(Same as above)	0.41	3,600,000 (19)
										PROJECT TOTAL	0.41	3,600,000

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ——→ CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE:
To increase the Federal Fund and revise the

*Based on completion of Mt. Hood Freeway.

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMEND
December 22, 1971	DATE: March 8, 1972	DATE
OTHER:	SIGNATURE	SIGNATURE
	Programing Engineer	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

3-8-72

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

			FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
	ADT	30,350	*27,700 | 91	10	Oregon	35	T44	66

FOR MISCELLANEOUS FUNDS ONLY

E NO	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR.
				EHS	

PROJECT NUMBER

PREFIX LETTER(S)	NUMBER-AGR. NO.
EHS-T-	5025(18)

I. PROJECTS ONLY

POST MI.	DESIG.

COUNTY NAME: Multnomah — CODE: 051

F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE	U.S.
Urban	U	5021 & 1081	26	26

TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
US 26 SE Powell Blvd. (Portland) between SE 13th Pl. & SE 21st St. "SE 17th & Powell Blvd. Section"	0.41	3,600,000	1,000,000	600,000 400,000 City 400,000 Co. 1,200,000 RR	Gr., dr., 4-12' lanes H.T. pave., 5'10" shldrs., 6' median & barrier. One hwy. & 1 RR U'xing str. (253'), RR and utility adj. incl. preparatory work.
PROJECT TOTAL	0.41	3,600,000	1,000,000	2,600,000	
(Same as above)	0.41	3,600,000	1,460,000	600,000 340,000 City 1,200,000 RR	(Same as above)
PROJECT TOTAL	0.41	3,600,000	1,460,000	2,140,000	

REASON FOR CHANGE:
To increase the Federal Fund and revise the Project Cost accordingly.

*Based on completion of Mt. Hood Freeway.

VISION REQUESTED	RECOMMENDED	APPROVED
h 8, 1972	DATE	DATE
	SIGNATURE	SIGNATURE
neer	TITLE	TITLE

s, show both classes of funds involved.

USCOMM-DC 40958-P61

RECEIVED
MAR 5 - 1972
FOR FILING
97411

March 8, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

We are forwarding four copies of a construction agreement and indenture with the Southern Pacific Transportation Company for the S.E. 17th and Powell Blvd. Section, Project No. EHS-T-5025(18) Safety.

Please return one copy approved for our files.

Very truly yours,

George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
By R. D. ASBURRY

R. D. Asburry
Assistant Programing Engineer

Enc.

DAR:dg

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MAR 7 - 1972
FOR FILING

77411

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

March 6, 1972

To: Mr. L. H. Young
Programing Engineer
BUILDING

Attn: Mr. R. N. Chase

SUBJECT: TOPICS Project EPS-T-5025(18)
S.E. 12th Ave.-S.E. 21st Ave. Sect.
Mt. Hood Hwy. (S.E. Powell Blvd.)
City of Portland

NOTED
F. B. KLABOE

In accordance with the attached letter dated February 29, 1972, please increase the amount of programmed federal TOPICS funds for the subject project from $1,000,000 to $1,460,000.

The new breakdown of participation is as follows:

TOTAL	FEDERAL	STATE	CITY	OTHER(Railroad)
$3,600,000	$1,460,000	$600,000	$340,000	$1,200,000

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Att.

cc: F. B. Klaboe

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

SP*32473-734

RECEIVED
MAR 7 - 1972
FOR FILING

files

7741

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 3, 1972

To:

Mr. Floyd Query
Secretary
State Highway Commission
BUILDING

SUBJECT: Construction Agreement and Indenture
Southern Pacific Transportation Company
S.E. 17th and Powell Boulevard Section
Mt. Hood Highway
Multnomah County
R/W File No. 44329
PUX 806 SXF 567

RAILROAD COMPANIES
FILE No. 691

Attached you will find one copy of the subject agreement.

The State's original fully executed counterpart has been handed to Velda DeGuire in the Right of Way Section for processing, after which it will be forwarded to your office for your permanent records.

Distribution of conformed copies has been made as indicated below.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: A. E. Johnson w/copy of agreement
* W. J. Hart "
V. E. Skoog "
* F. L. Hall "
H. S. Cox "
R. N. Chase " (4)
J. R. Oakes
Attn: Velda DeGuire "
J. L. Sollis "
H. S. Coulter " (2)
L. W. Rulien "
D. R. Adams "
Jack Hesla "

* Please examine comment made in Paragraph 2 of Railroad's letter dated 2-29-72.

Fran -

noted fr

NOTED
FLOYD QUERY

SP°52478-734

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. BABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

February 29, 1972

IN REPLY PLEASE REFER TO
GMO 72773
0-0-69-25

Routing
Keasey — Pease
Bond — Glenn
Walker — Litchfield
Johnsen — Berg

RECEIVED
MAR 2 1972
CONSTRUCTION SECTION

Mr. George M. Baldwin
Administrator of Highways
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to your letter of January 17, 1972 regarding construction agreement and easement for the improvement of S.E. 17th & Powell Blvd., Section Mt. Hood Highway, Multnomah County. Attached are fully executed copies for State's retention covering both the indenture and construction agreement dated February 7, 1972. If the easement is placed on record, please advise recording data.

Referring to your letter of January 4, 1972, by which you transmitted preliminary grading and structure plans for this project. We find the plans satisfactory with the following comment: We note that the central angle for the main shoofly on Sheet 3-D has a difference of 0"12'13" from our calculated alignment. Also one of the bearings on the reversing tangent is incorrect, as it does not add up to the delta shown on the drawing. Although there is a difference in the central angle, we are satisfied that this temporary alignment meets all the criteria for shooflies from a field standpoint, and we have no great objection to such. We feel that this minor adjustment can be made in the field at the time of construction.

Yours truly,
A W Kilborn

Attach.

Southern Pacific
Transportation Company

251 Union Station • Portland, Oregon 97209

A. W. KILBORN
SUPERINTENDENT
C. T. SABERS
ASSISTANT SUPERINTENDENT
J. W. FERGUSON
DIVISION ENGINEER

November 16, 1971

IN REPLY PLEASE REFER TO

GMO 72773
0-0-69-25

Routing

Morgan — Peace
Decker — Swan
Bond — Glenn
Walker — Litchfield
Gallagher
Stein

RECEIVED
NOV 17 1971
CONSTRUCTION
DIVISION

Mr. F. D. Morgan
Construction Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. T. W. Litchfield
Railroad & Utility Engineer

Dear Sir:

Referring to previous correspondence relative to the construction of the S. E. 17th and Powell Blvd. Section of the Mt. Hood Highway, Multnomah County.

Attached are duplicate counterparts of proposed easement and construction agreement with the State of Oregon covering this project.

Please review; and if satisfactory, have all counterparts executed on behalf of the State of Oregon and then return them to this office for our further attention.

Signatures of the officials executing the instrument on behalf of the State should be acknowledged.

Yours truly,

A W Kilborn

Attch.

3/2/72

MEMO TO:
DICK CHASE:

ON OR ABOUT FRIDAY FEBRUARY 25, 1972, WAYNE OBERDING INQUIRED if the City of Portland could increase the amount of TOPICS funds that were programmed for the 17th & POWELL BLVD. project.

I checked with GLEN GREEN, FHWA, and he said it could be increased to any amount up to full federal participation (63.5±%) at any time prior to approval of P.S. & E. documents.

This was relayed to the City and they responded with the attached letter of February 28, 1972. To clarify some points Mr. KLABOE sent out his attached letter of February 29, 1972.

<u>IF</u> the City of Portland approves Mr. KLABOE's letter of February 29th, we will request you to increase the programmed TOPICS funds to $1,460,000.

Dick Ulmer

RECEIVED
MAR 2 1972
PROGRAMING SECTION

NOTED
R N CHASE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 29, 1972

Mr. James L. Apperson
City Engineer
City Hall
Portland, OR 97204

Dear Mr. Apperson:

In accordance with your February 28 request, we will program and collect $1,460,000 in federal TOPICS funds to apply toward construction of the S. E. 17th Avenue and Powell Boulevard project.

This amount ($1,460,000) shall be deducted from the federal TOPICS funds available to the City of Portland. Eight hundred sixty thousand dollars ($860,000) shall be used as a credit toward the City's one-third share of the project. The remaining six hundred thousand dollars ($600,000) shall be used as a credit toward the State's one-third share.

This funding arrangement shall apply to the agreements pertaining to this project, approved by the State Highway Commission on March 17, 1970 and May 4, 1971.

If the above is agreeable, please return one signed copy of this letter.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
F. B. Klaboe
Deputy State Highway Engineer

NOTED
F. B. KLABOE

Approved:

CITY OF PORTLAND

By

RECEIVED
MAR 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

February 28, 1972

Mr. Tom Edwards
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Proposed Construction S.E. 17th and Powell Blvd.
Section Mt. Hood Highway, Multnomah County.

Dear Mr. Edwards:

In confirmation of recent telephone conversations with Mr. Richard Unrein with our engineers regarding the amount of TOPICS funds that are obligated for the 17th and Powell project, we hereby request that the amount be increased from $1,000,000, as shown on the January 11, 1972 report, to $1,460,000.

Very truly yours,

JAMES L. APPERSON
City Engineer

JLA/RNC:bc

Approved:

Commissioner of Public Works

Enclosure

NOTE
F. B. KLAB

RID Co FBK

OK -
1.46 -
8 6 6 dem 1/4
600

STATUS TOPICS FUNDS

The status of TOPICS funds as of the date below is shown in the following tabulation. Federal funds are the governing factor in this status, and the actual apportionment of federal funds to each jurisdiction is offset by actual federal funds collected for individual projects when available and by estimated federal funds when not available.

For estimating and programming purposes, federal funds ar assumed to represent approximately 60% of total costs, ar total TOPICS funds (include federal funds 60%, state fund 20%, and local funds 20%) are arrived at by dividing the available federal funds by 60% and rounding to even thousands.

Allotment of Federal Funds:

Fiscal Year	
1970	$ 666,387
1971	671,215
1972	348,092
1973	345,539
1974	
1975	
1976	
1977	
1978	
1979	
1980	

TOTAL $ 2,031,233

Federal Funds Obligated for Projects Programmed to Date:

	Section	Federal Funds Final	Federal Funds Estimated
T-5025(1)	S.W. 67th Ave-S.E. 92nd Ave., Stark-Washington Couplet	$	$ 31,643
T-5025(2)	Oswego Hwy. @ S.W. Bancroft St.		47,149
T-5025(18)	S.W. 12th Ave.-S.E. 21st Ave., S.E. Powell Blvd.		1,000,000
T-5025(6)	N.E. 21st Ave.-N.E. 24th Ave., N.E. Wiedler St. & N.E. Broadway		45,000
T-5025( )	UPRR Crossing on N. Swift Blvd.		7,200
T-5025(9)	Portland Areawide Traffic Signals (30)		270,000

RECEIVED
FOR FILING

C-7741

February 18, 1972

The Honorable Lloyd E. Anderson
Commissioner of Public Works
City of Portland
1220 S. W. 5th Avenue
Portland, OR 97204

Dear Mr. Anderson:

Proposed Construction
S.E. 17th and Powell Blvd. Section
Mt. Hood Highway
Multnomah County

The State plans to open bids on April 27, 1972, for the construction of the S.E. 17th and Powell Boulevard Section. Enclosed are two sets of preliminary plans for your review and approval.

On January 4 you were advised that the construction cost had increased from $3,310,000 to $4,280,000 because of higher unit costs, refinement of design, and inclusion of work items not originally anticipated.

As you know, the Railroad-City-State agreement of March 17, 1970 requires the City to assume one-third of the construction cost. Before going to contract, we would like assurance that the City can meet its obligation on basis of the revised estimate.

The project will be advertised April 6, 1972, and we must know whether or not this schedule meets with your approval. We would like to know your thoughts on this as soon as possible so the project will not be delayed.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

bc George M. Baldwin
Tom Edwards
E. S. Hunter
A. E. Johnson
Frank L. Hall
Walt Hart
H. S. Cox
T. W. Litchfield H. S. Coulter
Enc.
cc Wayne Oberding

FBK:ia

RECEIVED
FEB 1 0 1972
FOR FILING

bc: F. B. Klaboe
R. L. Schroeder
H. S. Coulter
L. H. Young
D. H. Moehring
L. C. Grothaus

OREGON STATE HIGHWAY DIVISION

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 10, 1972

Mr. James L. Apperson
City Engineer
City Hall
Portland, Oregon 97204

NOTED
F. B. KLABOE

Attn: Mr. Ray N. Cruden

Re: EPS-T-5025(18)

Dear Mr. Apperson:

Attached you will find one revised option form in sextuplet covering an easement to be acquired in connection with the S.E. 12th Avenue-S.E. 21st Avenue Section of the Mt. Hood Highway in the city of Portland.

This description has been revised because of the easement reduction to miss a corner of a house. There is no change in the area on the description as the change is so small. The revision was requested by Mr. Don Stark, Attorney, representing the City of Portland.

We are attaching four prints of a section of map 9B-7-9 covering this area and bearing our date of February 2, 1972.

FILE NO.	NAME	ACRE
44329-29	B. B. & Marie C. Kunkle	0.02 Acre

Also attached are two copies of a right-of-way and utilities certificate for this project. When you have completed the acquisition of right-of-way, please complete the forms and return one copy to this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Richard Unverzagt

H. S. Cox
County and City Engineer

RECEIVED
FEB 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RU:ljt
Att.
cc: Wayne Oberding, Portland
Don Stark, "
Bobby J. Smith, "

Hwy 26
~~Mult Co~~
17th & Powell

RECEIVED
COUNTY & CITY SECTION
FEB - 8 1972
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

February 3, 1972
Salem, Oregon

RECEIVED
FEB 1 1972
RIGHT OF WAY

TO: H. S. Cox
County - City Division

B U I L D I N G

SUBJECT: OPTION
S. E. 12th Avenue-S. E. 21st Avenue Section
Mt. Hood Highway
Multnomah County

Attached you will find one revised option form in sextuplet covering an easement to be acquired in connection with the S. E. 12th Avenue-S. E. 21st Avenue Section of the Mt. Hood Highway in Multnomah County.

This description has been revised because of the easement reduction to miss a corner of the house. There is no change in the area on the description as the change is so small.

Enclosed for your information is a copy of the Revision Request.

We are attaching four prints of a section of map 9B-7-9 covering this area and bearing our date of February 2, 1972.

FILE NO.	NAME	AREA
44329-29	B. B. & Marie C. Kunkle	0.02 Acre

Odelle L. Egan
for JOHN R. OAKES
Assistant R/W Engineer

AC:gv
Enclosures: 1 option, etc.

cc: H. S. Coulter - 3 prints
Milner Mead - 1 print
Frank Lowe
L. C. Grothaus - 1 print & Exhibit

BP*52475-784

Form E-30[illegible] (Rev. 12-70)

OREGON STATE HIGHWAY DIVISION
Revision Request

R/W Map 9B-7-9

Option File Numbers 44329-29

To: Design Section

Request for Revision of:

R/W (X) St. Pile ( ) Quarry/Gr. Pit ( ) Park ( ) Maint. ( ) Other _____

Request originated by Don Stark, Attorney representing City of Portland Date 1-28-72

Request approved by _____ Date JAN 31 1972

Section S.E. 12th Avenue - S.E. 21st Avenue

Highway Mt. Hood

Unit Multnomah

County _____

Reason for Revision:

R. R. Shoofly easement reduced 3 feet to miss corner of house.

FEB 1 1972

Revised Files returned to R/W Section Date _____

Copy to:

R/W Files
Design Section
R/W Section
Final Design Unit
Regional Engineer.

~~Mr. Moehring~~ J.
Mr. Cox

PORTLAND

RECEIVED
COUNTY & CITY SECTION
FEB - 9 1972
ENGR. COOR. UE AE UE
UPE CE RE RPE

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

5821 N.E. Glisan, Portland
January 28, 1972

SUBJECT: 17th & Powell
Mt. Hood Freeway

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

Attached is the latest information furnished this office regarding the status of files on the 17th & Powell job.

The information furnished was in response to my request to Bobby J. Smith for a report that would show the specific date file by file when the property for this project would be available to a contractor.

LOUIS C. GROTHAUS
District Right of Way
Supervisor

LCG:AR

w/attachment

COX

4

OFFICE OF THE MAYOR

TERRY D. SCHRUNK
MAYOR

CITY OF PORTLAND
OREGON

RECEIVED
JAN 25 1972
METRO R/W DEPT.

January 20, 1972

Mr. R. N. Cruden, Bureau Chief
Bureau of Streets & Structural Engineering
Room 401, City Hall

Dear Mr. Cruden:

Pursuant to your request the following will be a status report on property located on S. E. Powell Boulevard to be used in conjunction with the State Highway's planned undercrossing.

State File Numbers

44329-1, 44329-7, 44329-10, 44329-11, 44329-13, 44329-14, 44329-16, 44329-17, 44329-18, 44329-19, 44329-24 and 44329-27	These file numbers have been purchased and the Portland Development Commission is working on the re-location of the tenants and owner.
44329-2, 44329-3, 44329-4, 44329-5-A, 44329-25, 44329-12, 44329-26 and 44329-28	These file numbers are now in the process of being closed. The properties have been vacated and no re-location is needed.
44329-5-B, 44329-5-C, 44329-5-D, 44329-6, 44329-8, 44329-9, and 44329-29	These file numbers have been turned over to the City Attorney for initiation of condemnation proceedings.

The Portland Development Commission has been requested to forward a report to this office giving the status of the re-locations that have not been accomplished to this date. The only problem foreseen by this office and complying with the March contract letting would be the problem of moving the Woody Froom Tire Company before its new building is completed. Mr. Froom has stated that the weather has delayed the construction of his new building and a date is not known at this time for the completion of said building. If the company has to be re-located twice, the expense on moving and business loss could be extremely high. Therefore, it is suggested by this office that when the contract is prepared that the Woody Froom Tire Company building be excluded from the initial demolition contract and added at a later date.

If any further information is needed from this office, please do not hesitate to call.

Respectfully submitted,

Bobby J. Smith

BOBBY J. SMITH
Real Estate Agent

BJS.d

January 20, 1972

The File

E. R. Wiley

Relocation to Date - 17th and Powell Project

1225 S. E. Powell	Lowell's Print-Inn to	3303 S. E. Milwaukie
1312 S. E. Powell	Union Oil to	1945 N. E. Bell Drive
1930 S. E. Powell	Guaranteed Appliance to storage, 2371 N. E. Elrod Drive	
1940 S. E. Powell	Mikado Confectionery	Ceased Operation
1830 S. E. Powell	Whizburger is building at 21st and Powell. Will relocate soon	
1750 S. E. Powell	Woody Froom Tire Co. has started new building. Should be ready to occupy by May 1, 1972	

To Be Relocated:

Waco Scaffold	3111 S. E. 13th Avenue
Brown's Radiator Shop	1600 S. E. Powell - Condemnation
Denker's Second Hand Store	3237 S. E. 17th Avenue
Book Binder	3315 S. E. 17th Avenue - Condemnation
Columbia Ladder Co.	1545 S. E. Powell - Condemnation
Craig's Body & Fender Shop	1705 S. E. Powell - Condemnation
Foster & Kleiser Sign Co.	8 signs - various locations

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
F-5025(18)

STATE PROJECT NO.
SE 17TH & POWELL BLVD.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON
1-26-72

PROGRAM NO.

ITEM NO.
T-66

COUNTY NAME
MULTNOMAH

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
JAN 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	DECEMBER 22, 1971	URBAN ROUTE NO. 5012 AND 1081
		STATE ROUTE NUMBER: MT. HOOD HIGHWAY ROUTE 26

GENERAL LOCATION:
PORTLAND
1-31-72

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED EFFECTIVE DECEMBER 22, 1971 WITH ALL NECESSARY PREPARATORY WORK FOR RAILROAD AND UTILITY ADJUSTMENTS.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RAILROAD AND UTILITY PREPARATORY WORK.
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NOTED
R. D. ASBURRY

NOTED
R N CHASE

RECEIVED
JAN 31 1972
PROGRAM & PLANNING
DIVISION

NOTED
JOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-26-72		FOR DIVISION ENGINEER 1-31-72

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Litchfield

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

1-26-72

FEDERAL AID PROJECT NO.
I-5025(18)

STATE PROJECT NO.
SE 17TH & POWELL BLVD.

COUNTY NAME
MULTNOMAH

PROGRAM NO.

ITEM NO.
T-66

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:
MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

RECEIVED
JAN 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	JANUARY 26, 1972	URBAN ROUTE NO. 5012 AND 1081
		STATE ROUTE NUMBER: MT. HOOD HIGHWAY ROUTE 26

GENERAL LOCATION:
PORTLAND

1-31-72 Young

GENERAL DESCRIPTION OF WORK:
YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR PORTLAND BUREAU OF WATER WORKS WATER FACILITIES EFFECTIVE TODAY. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $30,436.66 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) UTILITY ADJUSTMENT.

NOTED
R. D. ASBO...

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

NOTED
R. N. CHASE

REMARKS
OUR LETTER OF AUTHORIZATION WITH AN EFFECTIVE DATE OF DECEMBER 22, 1971 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT EFFECTIVE ON THAT DATE.

APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 10-1-69.

WE APPROVE THE AGREEMENT WITH THE CITY OF PORTLAND BUREAU OF WATER WORKS CONSISTING OF YOUR 12-29-71 UTILITIES & RAILROAD ENGINEERS LETTER, THE 1-11-72 CITY OF PORTLAND BUREAU OF WATER WORKS LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S JANUARY 21, 1972 LETTER.

THE CITY OF PORTLAND'S WATER BUREAU PROPERTY RIGHTS UNDER ORS-366.321 IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE PREPARED AND SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
1-26-72	S. L. Green	FOR: DIVISION ENGINEER

NOTED
TOM EDWARDS

Litchfield Vance 1-31-72

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
JAN 5 - 1972
FOR FILING

7741

January 4, 1972

Oregon State Highway Commission

Gentlemen:

There will be a construction agreement and indenture with the Southern Pacific Transportation Company on the agenda for the January 11 meeting which provide for construction of the undercrossing at 17th and Powell in Portland.

These documents are in accord with the Railroad-City-State agreement, dated March 17, 1970, and set forth the specific details of construction as they are to be handled by the parties.

The State is to build the undercrossing structure, the railroad shoofly (including the track), the highway detours and grade crossings, and remove the shoofly track and stockpile the track material.

The Railroad is to connect the shoofly track to their main line track, remove the existing tracks from the area to be occupied by the structure, connect the two existing main line tracks, make temporary and permanent adjustment of their signal and communication lines, install crossing gates at the detour grade crossing, restore all trackage to the original alignment upon completion of the structure, and perform the necessary engineering, inspection and flagging.

The cost of the work to be performed by the Railroad is estimated to be $100,465, with the cost of the entire project to be shared as set forth in the March 17, 1970 agreement.

The State is to undertake this project within two years from the date the indenture is executed by the State and the contractor is to supply the usual insurance.

This document has been approved by the Federal Highway Administration and we recommend your approval.

Very truly yours,

Tom Edwards
State Highway Engineer

bc Floyd Query
George M. Baldwin
Gary Ross
Gary Sund
F. B. Klaboe
R. L. Schroeder
F. D. Morgan
T. W. Litchfield

TWL:fw ia

RECEIVED
JAN 5 - 1972
FOR FILING

7741

January 4, 1972

Honorable Lloyd E. Anderson
Commissioner of Public Works
City of Portland
1220 S. W. 5th Avenue
Portland, OR 97204

Southern Pacific Transportation Co.
324 Union Station
Portland, OR 97209

Attention: Mr. E. A. Kendrew

Gentlemen:

Re: 17th and Powell Section
Mt. Hood Highway
Multnomah County

To update the estimates for the proposed 17th and Powell project, we have tabulated the current estimated costs of the various items, listed by agency originally incurring the expense.

State Highway Division

Preliminary Engineering	$ 100,000
Grade, pave, sign, illumination, construction engineering, etc. . .	990,000
Structures	2,010,000

Southern Pacific Transportation Co.

Flagging, inspection, trackwork, etc.	110,000

City of Portland

Right-of-way	900,000
Pedestrian overcrossing, etc., for remonstrances	100,000
Water, sewer and signal revisions . .	70,000
	$4,280,000

The increase from the original $3,310,000 estimate is occasioned by higher unit costs, refinement of design, and items of work not originally anticipated.

Please review the work on which your agency anticipates to bear the original costs and advise if they vary materially from the estimates shown.

If you have any questions, please let me know.

Very truly yours,

Tom Edwards
State Highway Engineer

By

F. B. Klaboe
Deputy State Highway Engineer

cc Wayne Oberding

bc Tom Edwards
F. L. Hall
H. S. Cox
H. S. Coulter

ADO:jh 1a

RECEIVED
FOR FILING

7741

January 3, 1972

Oregon State Highway Commission

17th & Powell

Gentlemen:

Bids will be taken January 27, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Hubbard Interchange, Pacific Highway.
Roadside Improvement Project.

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

2. Hubbard Interchange-Woodburn Interchange, Pacific Highway.
Grade, Pave, Structures, Sign and Illumination Project.

   Footpaths and bicycle trails were eliminated on this project under authority granted by Section 2(2)(a), it being deemed such paths and trails would be contrary to public safety.

3. Market Street Interchange, Pacific Highway.
Traffic Signals & Illumination Project.

   Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

4. N. W. 185th Avenue Interchange, Sunset Highway.
Grade, Pave & Structures Project.

Sidewalks are being provided on structure and along N. W. 185th Avenue.

5. Greenburg Road Interchange, Beaverton-Tigard Highway.
Grade, Pave & Structures Project.

Sidewalks are being provided on structure and along Greenburg Road.

6. S. E. 17th & Powell Blvd., Mt. Hood Highway.
Grade, Pave & Structure Project.

Sidewalks are being provided on this project.

7. 9th Street-14th Street (Astoria) Section, Columbia River Highway.
Traffic Signal Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

8. Washburn Way at Shasta Way and Klamath Falls-Malin highway at Main Street (Klamath Falls), City Streets.
Traffic Signal Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

9. N. E. 148th Avenue-N. E. 168th Avenue, FAS 730 (N. E. Halsey Street).
Grade, Pave & Traffic Signal Project.

Sidewalks are being provided on this project.

10. Sawyers Rapids & Elkton Slide, Umpqua Highway.
Slide Correction & Pave Project.

No footpaths or bicycle trails planned for this project as provided under Section 2(2)(b). This was approved by your action at the September 8, 1971 meeting.

11. Cascade Highway at Otty Road, Clackamas County.
Traffic Signal Project.

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

12. Pacific Highway West at Johnson Street (Tigard) Washington County.
Traffic Signal Project.

Same as Number 11.

13. Tualatin Valley Highway at Witch Hazel Road (Hillsboro) Washington County.
Traffic Signal Project.

Same as Number 11.

14. Lavadoure Creek, Tiller-Trail Highway.
Rock Production Project.

Same as Number 11.

15. Quartz Mountain, Klamath Falls-Lakeview Highway.
Rock Production Project.

Same as Number 11.

16. La Grande Office Building, Wallowa Lake Highway.
Building Project.

Same as Number 11.

This matter will be on the agenda for the January 11 meeting and your approval is requested.

Very truly yours,

Tom Edwards
State Highway Engineer

bc Floyd Query
George Baldwin
F. B. Klaboe
Lloyd P. Shaw
A. E. Johnson
E. S. Hunter
Gary Ross
Gary Sund
Victor D. Wolfe
D. G. Talbot
L. H. Young

DES:mc/TE ja

TRANSACTION NUMBER 12-71

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 12-22-71

BY (Signature): MR. YOUNG'S DECEMBER 13, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. ____ THRU ____		FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State)	
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST		LOCATION	WORK
	EPS-T-5025(18)	0.41	3,600,000	1,000,000	SE 17TH & POWELL BLVD. SECTION (PORTLAND)	GRADE, DRAIN, HIGH TYPE PAVEMENT 4-12' LANES. 1 HIGHWAY AND 1 RAILROAD UNDERCROSSING.

12-27-71
Young

RECEIVED
DEC 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

12-22-71

MARKS (Division)

NOTED
R. D. ASBURRY

NOTED
TOM EDWARDS

Chase
12-29-71

RECEIVED
DEC 28 1971
PLANNING

RECOMMENDED DATE	RECOMMENDED SIGNATURE AND TITLE	APPROVED DATE	APPROVED SIGNATURE AND TITLE
		12-22-71	FOR: DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO. 12-71

DATE SUBMITTED TO W. O. DEC 22 1971

FORM PR-1 (REV. 4-61)

12-13-71

FEDERAL-AID PR (PPM 21-

CARD														
2	REPORT NUMBER (18)(20)	PROJECT LOCATION (45 typewriter spaces) 21 68			ADT	PRESENT	FUTURE (68)(70)	YEAR (71)(72)						
	1	US 26 S.E. Powell Blvd. (Portland) 13th to 21st				30,350	*27,200	91						
3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62				NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)			
	Gr., Dr., H.T. Pave & 2 Strs.									A6 EPS				
4	CLASS OF FEDERAL FUNDS TOPICS									COUNTY NAME				
	NAME OF URBAN AREA 17-31 Portland									ROUTE NO. U 027	FEDERAL-AID 5012 & 10			

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST	ESTIMATED PROJECT COST: FEDERAL FUNDS
	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		US 26 S.E. Powell Blvd. (Portland) between S.E. 13th Pl. & S.E. 21st St.			
5					ROW					
5	30			3	CONST (CODE) Safety 6203 X 681 X 721	3	"SE 17th & Powell Blvd. Section"	0.41	3,600,000	1,000,000
							PROJECT TOTALS	0.41	3,600,000	1,000,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

DEC 22 1971

FHWA OREGON DIVISION

*Based on completion of Mt. Hood Freeway.

REC
COUNTY
DE
ENGR.
UPE

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	30,350	*27,200	91	08	Oregon	35	T44	66

HY AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	T. Projects Only POST MI. DESIG.
			A6 EPS		EPS-T-	5025	(18)	

COUNTY NAME	CODE	PROGRAM STAGE
Multnomah	051	1 OR X 2

MILES	ROUTE NO.	FEDERAL-AID	STATE	U.S.
027	U	5012 & 1081	26	26

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr., 4-12' lanes H.T. pave with 5'10" shldrs., 6' normal median with barrier. Const. 1 hwy. U'xing (L. 132') and 1 RR U'xing (L. 120'4"). Inst. signing and illum. Const. several short street sections.
0.41	3,600,000	1,000,000	600,000	400,000 City 400,000 Co. 1,200,000 RR	ROW - 80' min; Access Control -full; Parking Restrictions-complete; Utilities & RR adj. required incl. preparatory work.
0.41	3,600,000	1,000,000	600,000	2,000,000	

REMARKS

*Based on completion of Mt. Hood Freeway.

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COUNTY & CITY SECTION
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-over-

USCOMM DUSCOMM-DC 46908-P61

Existing Facilities:

Powell Blvd.: 58' curbed section, 4 traffic lanes.

Project Data: The project consists of grading and draining a depressed section to provide pavement with 5'-10" offset from conc. retaining wall, 6' normal median with conc. barrier and construction of two undercrossing structures (tabulated below under "Structures") to eliminate the existing railroad grade crossing. Installation of necessary signing and illumination. Construction of several short sections of streets in the area of the project to facilitate traffic flow.

NOTE: The proposed work is classified as "Safety Improvement Work" because it is the opinion of the City and State Highway Division that this rail-highway grade crossing has a potential and actual accident hazard of such magnitude to qualify under provisions of PPM 21-16, based on the fact that 48 accidents have resulted, because of the rail-highway grade crossing, during the period 1968 through the first six months of 1971 with 8 of the accidents occuring the first six months of 1971. This project will eliminate the rail-highway grade crossing hazard.

This project qualifies as an "EPS" project since it falls under both Section (a) "Emergency Highway Safety Project" and Section (a), "Projects to Stimulate Jobs in Areas of High Unemployment", of IM 30-5-71.

On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

Roadway: Type Code 6203; A.C. with stone base with A.C. admixture (Est. Cost $2,582,000).

Structures:

	Description	Type Code	Est. Cost
1.	Powell Blvd. U'xing 17th Ave.: Br. No. 9938; hwy. under hwy.; RCDG; Length 132'; H.C. 26'; 8' walk on east side.	X721	$356,000

2. Powell Blv
hwy. under
120'-4"; H
tracks).

Railroad Crossi

Name:
No. of tracks:
No. of trains:
No. of High Spe
Existing Protec
Railroad Benefi

NOTE: Railroad
costs, e.g. sig
in roadway est.

Utilities: Adj
included in roa

Additional Righ

Relocation Assi

System Action:

Airports, Water

Clearinghouse R
received May 15

Public Hearings

Location/Design

Control of Util
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project. A Sta
6d(1) of PPM 30-

Social, economi
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Data for PR-37:

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PPM 21-16,
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grade crossing

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. admixture

e Est. Cost

$356,000

S.E. 17TH & POWELL BLVD. SECTION

2. Powell Blvd. U'xing S.P.T. Co. RR; Br. No. 9917; hwy. under RR; prestressed box beams; Length 120'-4"; H.C. 66'-8"; (2 extg. tracks and 2 future tracks).

X681 662,000

Str. Total Est. Cost $1,018.000

Railroad Crossing Data:

Name:	Southern Pacific Transportation Company
No. of tracks:	Two
No. of trains:	65 per day
No. of High Speed Trains:	None
Existing Protection:	Flashing lights & Gongs
Railroad Benefit:	Maximum

NOTE: Railroad protective costs (Est. $17,000) and other railroad costs, e.g. signal, track & communication work (Est. $92,465), included in roadway est. cost.

Utilities: Adjustment of City of Portland water (est. cost $50,000) included in roadway est. cost.

Additional Right-of-Way: Will be acquired by City of Portland.

Relocation Assistance Payments: Will be made by City of Ptld. as required.

System Action: FAU System approved by FHWA November 16, 1971.

Airports, Water Developments, Historical & Recreation Areas: None involved

Clearinghouse Review: State and District 2 (CRAG) Clearinghouse's approval received May 15, 1970 and July 1, 1970, respectively.

Public Hearings: Combined corridor/design held June 2, 1970.

Location/Design Approval: Granted by FHWA November 4, 1970.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Social, economic and environmental effects considered and reassessment of impact approved by FHWA in their memorandum of November 12, 1971 as meeting the requirements of PPM 90-1.

Data for PR-37: 100% of project is on FA Urban System.

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

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DEC 23 1971
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7741

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

December 21, 1971

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. HALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK G. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. ANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Leo Nuttman, Esq.
c/o City Attorney's Office
Portland City Hall
Portland, Oregon

Re: 17th & Powell Grade Separation
Condemnation Cases

Dear Leo:

In connection with the above matter, and the four acquisitions that may result in the filing of condemnation actions, please be informed I have discussed the same with our people.

Recognizing the City of Portland's legal staff is not equipped at this time to handle the four possible condemnation actions, they concur in your suggestion to hire Charles C. Peterson, an experienced condemnation attorney, to proceed with the acquisitions, the legal costs to be charged to the project.

I would suggest that you secure the concurrence of the Southern Pacific Railroad, who is also a contributor to the project.

Kindest regards,

LEE JOHNSON
Attorney General

Leonard

L. I. Lindas
Assistant Attorney General
and Counsel to Highway
Division

NOTED
LLOYD KLABOE

LIL:mjg

NOTED
TOM EDWARDS

Please info

RECEIVED
DEC 21 1971
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

December 16, 1971

SUBJECT: S.E. 17th Avenue-S.E. Powell Blvd.
Mt. Hood Highway
Multnomah County

To: Mr. L. H. Young
Program and Planning Engineer

B U I L D I N G

Sometime ago Mr. John Day in Specifications requested a list of all the holds to be put in the contract. As this right of way is being acquired by the City of Portland, I had to ask Mr. Grothaus to contact them and get their recommendation.

The attached letters from Mr. Smith to Mr. Grothaus, and Mr. Grothaus to myself, are the result of that request. You will note that there are 13 files closed, and all others are at some stage of negotiation or condemnation. In addition to this, Mr. Smith has informed Mr. Grothaus that he does not have updated information of the status of the occupancy of the files where displacement will occur, and has requested this data from the Portland Development Commission.

On the basis of the information we have, it is my recommendation that this project be postponed from the January 27 letting to the March 30 letting. If you wish to wait for the additional information, I will forward it to you when it arrives.

John R. Oakes
Assistant R/W Engineer

JRO:ha
Attachment
cc F. B. Klaboe /w/ att.
Frank L. Hall /w/ att.
Louis C. Grothaus /w/ att.
C. G. Swenson /w/ att.

BEN GIFFORD

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DEC 17 1971
PROGRAM & PLANNING
DIVISION

Delay until March 30 Letting
as advised by young.

NOTED
R N CHASE

SP*82478-734

FORM E-30 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

5821 N.E. Glisan, Portland

December 15, 1971

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

Attention: Mr. John R. Oakes
Assistant R/W Engineer

SUBJECT: S. E. 17th Avenue -
S. E. Powell Blvd.
Mt. Hood Highway
Multnomah County

Attached is a copy of a letter from Mr. B. J. Smith of the City of Portland regarding the status of files on the S. E. 17th Avenue - S. E. Powell Blvd. job.

It would appear that less than half of the files on this section have actually been closed. There is no information furnished as to when the contractor could get onto the various files; this has been promised at a later date.

LOUIS C. GROTHAUS
District Right of Way
Supervisor

LCG:AR

w/attachment

OFFICE OF THE MAYOR

TERRY D. SCHRUNK
MAYOR

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DEC 15 1971
METRO - PARKS DEPT

CITY OF PORTLAND
OREGON

December 14, 1971

Mr. Louis C. Grothaus
District Right of Way
Supervisor
Oregon State Highway Division
P.O. Box 13160 - 5821 N.E. Glisan
Portland, Oregon 97213

S.E. 17th Avenue - S.E. Powell Blvd.
Mt. Hood Highway Multnomah County

Dear Mr. Grothaus:

The city has finalized purchases of file numbers:

44329-1	44329-17
44329-7	44329-18
44329-10	44329-19
44329-11	44329-23
44329-13	44329-24
44329-14	44329-27
44329-16	

The following files are pending filing of condemnation:

44329-6	44329-28
44329-8	44329-29
44329-9	

The following files will probably go to condemnation since the state's review did not raise the values:

44329-5B/44329-5C/44329-5D

The following files are presently under negotiation:

44329-2	44329-12
44329-3	44329-15
44329-4	44329-25
44329-5A	44329-26

In your letter of December 3, 1971, you requested a list of structures and dates of which possession is expected by the city. This is not available at this time. This office will contact the Portland Development Commission and ask for a list of occupied properties and the dates the occupants have been asked to vacate. This will be forwarded to you shortly, along with a complete list of buildings located on all properties.

Hoping this will suffice until the above list is prepared, I remain

Very truly yours,

B. J. Smith

B. J. Smith
Real Estate Agent

BJS.m

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DEC 14 1971
FOR FILING

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December 13, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one TOPICS project, Item No. 66, Project No. EPS-T-5025(18), which we desire to have included in the Federal-aid TOPICS Highway Program as established by the 1968 Highway Act.

It is our intention to receive bids for this project on January 27, 1972.

This project qualifies as an "EPS" project since it falls under both Section (a), "Emergency Highway Safety Project" and Section (a), "Project to Stimulate Jobs in Area of Highway Unemployment" of IM-30-5-71 based on the data that follows:

(A) Forty-eight accidents occurred because of the rail-highway grade crossing during the period 1968 through the first six months of 1971. A copy of the "Urban Motor Vehicle Accident Listing" for the period mentioned is enclosed. There were eight accidents during the first six months of 1971, which in the opinion of the City of Portland and the State Highway Division places the rail-highway grade crossing in the upper priority rating of necessary safety projects. The project will eliminate the rail-highway grade crossing hazard.

(B) Enclosed is a copy of page 5 and page 17 from October, 1971. "Area Trends in Employment and Unemployment", by U.S. Department of Labor, Manpower Administration, Washington, D.C., which shows the Portland (Clackamas, Multnomah, and Washington Counties, Oregon; Clark County, Washington) labor area defined as one of substantial unemployment.

Enclosed are copies of State and District 2 (CRAG) Clearinghouse's letters of approval dated May 15, 1970 and July 1, 1970, respectively.

Location/design approval was granted by FHWA in their memorandum of November 4, 1970.

Reassessment of the project relative to environmental impact in accordance with paragraph 5c of PPM 90-1 was submitted October 28, 1971 and concurrence received under FHWA memorandum of November 12, 1971, that the actions taken during development of the project meet the requirements of PPM 90-1.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

JG:js

OREGON STATE HIGHWAY DEPARTMENT — TRAFFIC ENGINEERING DIVISION

Urban Motor Vehicle Accident Listing — 10/7/71 CS

LOCATION

City Portland
Street SE. Powell Blvd.
Hwy. No. 26 Rte. No. US26
From Temp.

~~To~~

Period Covered:
1-1-68 to 6-30-71

At SE. 17th Ave.
TMP. 1.63

	COLLISION TYPE												ALL COLLISIONS	CLASSIF.			Persons Killed	Persons Injured	REMARKS
	Angle	Head-on	Rear-end	Sideswipe Meeting	Sideswipe Overtaking	Turning	Parking	Non-Collision	Fixed-Object	Pedestrian	Backing	Miscellaneous		Fatal	Non-Fatal	Prop. Damage			
1968	6		2		4	5	1		1		1		20		5	15		8	
1969	1		5		1	4							11		2	9		3	
1970			5			3			1				9		2	7		2	
6 Mos. 1971	1		7										8		3	5		3	
TOTAL	8		19		5	12	1		2		1		48		12	36		16	

explanation of area classifications

Each month the Department of Labor classifies 150 major employment centers according to the adequacy of their labor supply. The classifications are based on reports, prepared by the State employment security agencies, covering employment and unemployment developments and outlook in each area. A letter classification code, shown below, is assigned to each major area. The unemployment rate is a key factor in determining the area classification, but consideration is also given to the area's employment and unemployment outlook, local employer estimates of their manpower requirements, the relationship between labor supply and demand, the seasonal pattern of employment and unemployment fluctuations in the area, and other factors.

Labor Supply Category	Description	Unemployment Rate 1/
Group A	Overall labor shortage	Less than 1.5%
Group B	Low unemployment	1.5 to 2.9%
Group C	Moderate unemployment	3.0 to 5.9%
Group D	Substantial unemployment	6.0 to 8.9%
Group E	" "	9.0 to 11.9%
Group F	" "	12.0 or more

1/ Ratio of unemployment to area's total work force.

Areas of Substantial Unemployment

A labor area in which the current and anticipated local labor supply substantially exceeds labor requirements is classified as an area of "substantial unemployment." An area is placed in this category when:

(1) Unemployment in the area is equal to 6 percent or more of its work force, discounting seasonal or temporary factors, and

(2) It is anticipated that the rate of unemployment during the next 2 months will remain at 6 percent or more, discounting temporary or seasonal factors.

Major labor areas classified in Groups D, E, and F are regarded as areas of "substantial unemployment." The Department of Labor also classifies several hundred smaller areas when they meet the substantial unemployment criteria. These areas are not placed in specific letter classification categories. Areas of less than 1,500 population may be "certified" by State employment security agencies, upon authorization by the Department, as areas of substantial or persistent unemployment. Such areas are not included in the list of classified areas.

Areas of Persistent Unemployment

A labor area, or a city of 250,000 or more population, or a county, may be classified as an area of "persistent unemployment" when unemployment during the most recent calendar year has averaged 6 percent or more of the work force, and the rate of unemployment has:

(1) Averaged 6 percent or more and has been at least 50 percent above the national average for 3 of the preceding 4 calendar years, or

(2) Averaged 6 percent or more and has been at least 75 percent above the national average for 2 of the preceding 3 calendar years, or

(3) Averaged 6 percent or more and has been at least 100 percent above the national average for 1 of the preceding 2 calendar years.

Annual average unemployment rates used in the classification of areas of persistent unemployment in 1970 and 1971 are listed below:

Year	National Average Unemployment Rate	50% Above	75% Above	100% Above
1966	3.8	5.7 1/	6.7	7.6
1967	3.8	5.7 1/	6.7	7.6
1968	3.6	5.4 1/	6.3	7.2
1969	3.5	5.3 1/	6.1	7.0
1970	4.9	7.4	8.6	9.8

1/ Minimum legal requirement is 6.0 percent.

From: Area Trends Oct. 1971

Areas of Substantial Unemployment (continued)

Except as noted, for procurement purposes these classifications are effective November 1, 1971

Substantial	Persistent	Labor Area 1/ (Political Subdivisions Included)
		Oregon
X		Albany (Linn County)
X		Astoria (Clatsop County)
X		Baker (Baker County)
X		Bend (Deschutes County)
	X	Enterprise (Wallowa County)
X		EUGENE (LANE COUNTY)
	X	Fossil (Wheeler County)
	X	Gold Beach (Curry County)
	X	Grants Pass (Josephine County)
X		Heppner (Morrow County)
	X	Hood River (Hood River County)
X		John Day (Grant County)
X		Klamath Falls (Klamath County)
X		La Grande (Union County)
	X	Lakeview (Lake County)
	X	Madras (Jefferson County)
	X	Medford (Jackson County)
	X	McMinnville (Yamhill County)
	X	North Bend-Coos Bay (Coos County)
	X	Pendleton (Umatilla County)
X		PORTLAND (CLACKAMAS, MULTNOMAH, AND WASHINGTON COUNTIES, OREG.; CLARK COUNTY, WASH.)
	X	Prineville (Crook County)
	X	Roseburg (Douglas County)
X		SALEM (MARION AND POLK COUNTIES)
X		St. Helens (Columbia County)
	X	The Dalles (Sherman and Wasco Counties)
X		Tillamook (Tillamook County)
	X	Toledo (Lincoln County)
		Pennsylvania
	X	Bedford (Bedford County)
X		Bradford (McKean County)
	X	Clearfield-Du Bois (Clearfield County; Rush Township, Boroughs of Philipsburg and South Philipsburg in Centre County)
X		Coudersport (Potter County)
X		Emporium (Cameron County)
X		Huntingdon (Huntingdon County)
X		Kittanning-Ford City (Armstrong County)
	X	Lock Haven-Renovo (Clinton County)
X		PHILADELPHIA (BUCKS, CHESTER, DELAWARE, MONTGOMERY and PHILADELPHIA COUNTIES, PA., BURLINGTON, CAMDEN and GLOUCESTER COUNTIES, N. J.)

Substantial	Persistent	Labor Area 1/ (Political Subdivisions Included)
		Pennsylvania (Cont'd)
X		Punxsutawney (Jefferson County)
X		St. Marys (Elk County)
X		Sayre-Athens-Towanda (Bradford County)
X		SCRANTON (LACKAWANNA COUNTY)
X		Tunkhannock (Wyoming County)
	X	Uniontown-Connellsville (Fayette County)
X		Wellsboro (Tioga County)
X		WILKES-BARRE-HAZLETON (LUZERNE COUNTY) (See New York-Binghamton)
		Puerto Rico
X		Aguadilla (Aguada and Aguadilla Municipalities)
X		Arecibo (Arecibo, Camuy, and Hatillo Municipalities)
X		CAGUAS (AGUAS BUENAS, CAGUAS, CIDRA, GURABO, JUNCOS, AND SAN LORENZO MUNICIPALITIES)
X		Carolina (Carolina and Loiza Municipalities)
X		Cayey (Aibonito and Cayey Municipalities)
X		Corozal (Corozal Municipality)
X		Dorado (Dorado Municipality)
X		Fajardo (Ceiba, Fajardo, and Luquillo Municipalities)
X		Guayama (Arroyo, Guayama, and Pitillas Municipalities)
X		Humacao (Humacao, Las Piedras, and Yabucoa Municipalities)
X		Juana Diaz (Coamo, Juana Diaz, Santa Isabel, and Villalba Municipalities)
X		Manati (Barceloneta, Ciales, Manati, and Morovis Municipalities)
X		Maunabo (Maunabo Municipality)
X		MAYAGUEZ (MAYAGUEZ MUNICIPALITY)
X		Naguabo (Naguabo Municipality)
X		PONCE (PONCE MUNICIPALITY)
X		Quebradillas (Quebradillas Municipality)
X		Salinas (Salinas Municipality)
X		San German (Cabo Rojo, Hormigueros, Lajas, Sabana Grande, and San German Municipalities)
X		Toa Alta (Toa Alta Municipality)
X		Toa Baja (Toa Baja Municipality)
X		Trujillo Alto (Trujillo Alto Municipality)
X		Vega Alta (Vega Alta Municipality)
X		Vega Baja (Vega Baja Municipality)
X		Yauco (Guanica, Guayanilla, and Yauco Municipalities)

See footnotes at end of table.

NOTED
R. D. ASBURRY

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December 13, 1971

Executive Department
Federal Aid Coordination Unit
Room 302 Public Service Building
Salem, Oregon 97310

Gentlemen:

In compliance with step 7 of Procedure 13-020-02 of Executive Memorandum 02-270-20, we are submitting one copy of the completed application for federal-aid funding of the following TOPICS project.

Item No.	Project No.	Name
66	EPS-T-5025(18)	S.E. 17th & Powell Blvd. Section

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosure

cc: R. N. Chase
B. L. Gifford

JG:js

T.

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

RECEIVED
COUNTY & CITY SECTION
DEC 9 1971
ENGR. COOR. AE UE
UPE CE RE RPE

OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

December 7, 1971

Re: 17th and Powell, Assurances of Compliance with Federal Regulations.

Mr. R. L. Porter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Attention: H.S. Cox, County-City Engineer

Dear Mr. Porter:

Your memorandum of October 18, 1971, requests that the State receive assurances of compliance with certain regulations of the Federal government to participate in programs aided with Federal highway funds. With regard to the 17th and Powell project, the Portland City Council approved Ordinance No. 133342, September 9, 1971, which authorizes me as Commissioner of Public Works to provide the State of Oregon and the Secretary of Transportation with such information and assurances as may be required for consideration of the TOPICS grant. In addition, thereto, Ordinance No. 132694 provides authority for assurances with regard to land acquisition, and Ordinance No. 132693 provides for assurances with regard to relocation. Copies of these ordinances and supporting opinions are also attached.

Pursuant to this authority, the State of Oregon and the Department of Transportation are hereby assured that in use of Federal and local funds for the 17th and S.E. Powell railroad grade separation:

1. The City will comply with Public Law 91-648, Uniform Relocation Assistance and Land Acquisition Policy Act of 1970, and the regulations of the Federal Highway Administration as set forth in Instructional Manual 8-1-71, dated April 30, 1971, as well as amendments thereto.

2. No person shall on the grounds of race, color, sex, or national origin be excluded from participation in, be denied the benefits of, or be subject to discrimination.

3. No person employed shall be forced, intimidated, or threatened with dismissal from employment, to give up

12-9-71
CC: C.R. BURGHARDT - FHWA

any part of the compensation to which he is entitled under his contract of employment.

The foregoing assurances are effective as of the 1st day of April, 1970.

Very truly yours,

Commissioner of Public Works

WJO:bc

Enclosures

COPY - RETURN TO ATT'Y

ORDINANCE No. 133342

An Ordinance authorizing the City to enter into an agreement with the State of Oregon providing for use of Federal TOPICS funds available to the City for improvement of the 17th and S.E. Powell Project, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds that the City has available to it from the Department of Transportation through the State of Oregon grants-in-aid of improvement of secondary highway systems within metropolitan areas pursuant to Title 23 USC, Highways, (TOPICS); that said funds now estimated to be $400,000 are available to the City and should provide a portion of the City's share of the 17th and Powell Project; that an appropriate form of agreement for said purposes is attached to the original only hereof, marked Exhibit "A," and that it is appropriate and in the public interest that said TOPICS funds be used for the 17th and Powell Project and as a portion of the City's cost thereof; now, therefore, the Mayor and Commissioner of Public Works are hereby authorized to execute on behalf of the City an agreement similar in form to Exhibit "A" attached to the original only hereof and by this reference made a part hereof.

Section 2. The Commissioner of Public Works is hereby authorized to provide the State of Oregon and the Secretary of Transportation with such information and assurances as may be required for the consideration and funding of said TOPICS grant.

Section 3. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: In order that the Federal funds described in Section 1 hereof may be made available to the 17th and Powell Project without undue delay, therefore, an emergency hereby is declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, SEP - 9 1971

Mayor of the City of Portland

Attest:

Auditor of the City of Portland

Commissioner Anderson
DCJ:at
9/8/71

ORDINANCE NO. 132693

An Ordinance authorizing the City to give assurances to various federal departments that the City in use of grant funds will comply with the relocation requirements of the respective departments, and declaring an emergency.

The City of Portland ordains:

Section 1. The Council finds that the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 provides that land acquisitions conducted with the aid of certain federal grants must be conducted in accordance with certain policies set out in the Act to provide for uniform policies for the fair and equitable treatment of individuals, partnerships, corporations or associations (hereinafter called "Displaced Persons") who are displaced as a result of federal and federally assisted programs; that the City Attorney has prepared an opinion, a copy of which is attached hereto marked Exhibit "A," which opinion sets forth the manner in which Oregon law and City Charter permits the City to comply with the uniform regulations; that it is appropriate that assurances as may be required be given by the City, said assurances to be qualified by the City Attorney's present or future opinions regarding the extent that Oregon law and the City Charter affect compliance with policies; now, therefore, the Commissioner in charge of the respective City department making application, or having made application, for a grant-in-aid of a City project is hereby authorized to execute on behalf of the City such assurances as may be required by the particular federal department that the City will comply with the particular regulations of the department effectuating Sections 202, 203, 204, 205, 210 and 211 of the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970; the Commissioner in charge shall forward with said assurances to the particular department a copy of Exhibit "A" attached to the original only hereof and by this reference made a part hereof, or in the alternative, such further opinion as the City Attorney may prepare regarding the status of the Oregon law and Charter authority as it relates to said Act.

Section 2. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: In order that grants-in-aid of City projects may be made available and not be un-

ORDINANCE No.

duly delayed for want of assurances that the City will comply with the Act described in Section 1 hereof, therefore, an emergency hereby is declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, MAY 13, 1971

Mayor of the City of Portland

Attest:

Auditor of the City of Portland

Mayor Schrunk
DCJ:at
5/12/71

OFFICE OF CITY ATTORNEY
CITY HALL
PORTLAND, OREGON 97204

MARIAN C. RUSHING
CITY ATTORNEY

Exhibit A

May 12, 1971

TO THE COUNCIL

Re: Public Law 91-646, Uniform Relocation Assistance and Land Acquisition Policies Act of 1970

Dear Members of the Council:

The captioned Act of Congress was approved January 2, 1971, and is "to provide for uniform and equitable treatment of persons displaced from their homes, businesses and farms by Federal and federally assisted programs and to establish uniform and equitable land acquisition policies for Federal and federally assisted programs."

Title II provides for a uniform policy for the fair and equitable treatment of persons displaced as a result of Federal and federally assisted programs in order that such persons shall not suffer disproportionate injuries as a result of programs designed for the benefit of the public as a whole.

Oregon's House Bill 1933 has been signed by the Governor and provides " * * * notwithstanding any other statute, charter, ordinance, rule or regulation, the state, county, or other municipal or public corporation may: * * *

> "(1) Provide fair and reasonable relocation payments and assistance to or for displaced persons as are required under sections 202, 203 and 204 of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970;
>
> (2) Provide relocation assistance * * *
>
> (3) Share costs of providing payments and assistance * * * ."

It is my opinion that by authority provided by House Bill 1933, the City may comply with the provisions of Public Law 19-646 as provided for in Title II thereof, Uniform Relocation Assistance, and may now give the respective Federal agencies assurance thereof.

Yours very truly,

Marian C. Rushing

MARIAN C. RUSHING
City Attorney

MCR:DCJ:at

ORDINANCE NO. 132694

An Ordinance authorizing the City to give assurances to various federal departments that the City, in use of grant funds, will comply with land acquisition requirements of the respective departments, and declaring an emergency.

The City of Portland ordains.

Section 1. The Council finds that the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970 provides that land acquisitions conducted with the aid of certain federal grants must be conducted in accordance with certain policies set out in the Act to provide for uniform treatment of persons whose land is acquired by local public bodies with the aid of federal grants; that the City Attorney has prepared an opinion, a copy of which is attached hereto marked Exhibit "A," which opinion sets forth the manner in which Oregon law and the City Charter permits the City to comply with the uniform regulations; that it is appropriate that such assurances as may be required be given by the City, said assurances to be qualified by the City Attorney's present or future opinions regarding the extent that Oregon law and the City Charter affects compliance with the policies; now, therefore, the Commissioner in charge of the respective City department making application, or having made application, for a grant-in-aid of a City project is hereby authorized to execute on behalf of the City such assurances as may be required by the particular federal department that the City will comply with the particular regulations of the department effectuating Section 305 of the Uniform Relocation Assistance and Real Property Acquisition Policy Act of 1970; the Commissioner in charge shall forward with said assurance to the particular department a copy of Exhibit "A" attached to the original only hereof and by this reference made a part hereof, or in the alternative, such further opinion as the City Attorney may prepare regarding the status of the Oregon law and Charter authority as it relates to said Act.

Section 2. Inasmuch as this ordinance is necessary for the immediate preservation of the public health, peace and safety of the City of Portland in this: In order that

grants-in-aid of City projects may be available to the City and not be unduly delayed for want of assurances that the City will comply with the Act described in Section 1 hereof; therefore, an emergency hereby is declared to exist and this ordinance shall be in force and effect from and after its passage by the Council.

Passed by the Council, MAY 13, 1971

Mayor of the City of Portland

Attest:

Auditor of the City of Portland

Mayor Schrunk
DCJ:at
5/7/71

OFFICE OF CITY ATTORNEY
CITY HALL
PORTLAND, OREGON 97204

MARIAN C. RUSHING
CITY ATTORNEY

May 11, 1971

TO THE COUNCIL

Re: Public Law 91-646, Uniform Relocation Assistance and Land Acquisition Policies Act of 1970

Dear Members of the Council:

The captioned Act of Congress was approved January 2, 1971, and is "to provide for uniform and equitable treatment of persons displaced from their homes, businesses and farms by Federal and federally assisted programs and to establish uniform and equitable land acquisition policies for Federal and federally assisted programs."

Title III provides for uniform real property acquisition policy and provides for payment of certain fees and costs in connection with negotiated acquisition and acquisition and condemnation.

Oregon's House Bill 1933 has been signed by the Governor and provides " * * * notwithstanding any other statute, charter, ordinance, or rule or regulation, the state, county or other municipal or public corporation may: * * *

> "(3) In acquiring the real property, be guided by the Land Acquisition Policies in Section 301 and the provisions of Section 302 of such Federal act;"

It is my opinion that by authority provided by House Bill 1933, the City may comply with the provisions of Public Law 91-646 as provided for in Title III, Uniform Real Property Acquisition Policies, and may now give the respective federal agencies assurance thereof.

Yours very truly,

Marian C. Rushing

MARIAN C. RUSHING
City Attorney

MCR
DCJ:at

RECEIVED
FEB 8 - 1972
FOR FILING
7741

17th & Powell
COST ESTIMATE

November 30, 1971

12-23-69

	1971 Estimate	Original Estimate
CONTRACT ITEMS		
Structures	$2,013,000	$1,700,000
Grading and Paving	760,000	733,000
Signing - Illumination - Temporary Protection and Direction of Traffic	156,000	
STATE COSTS		
Preliminary Engineering	$ 100,000	
CITY COSTS		
Right-of-Way	$ 900,000	$ 770,000
Right-of-Way - Pedestrian Overcrossing, S.E. Brooklyn Street-S.E. 14th Avenue	100,000	
Water and Sewer Adjustments	60,000	
Traffic Signal Adjustments	10,000	
RAILROAD COSTS (Includes shoofly rails only)	110,000	110,000
	$4,209,000	~~$3,203,000~~
	3313	# 3,313.000
2170 over.	896.000	

MOVED
U.P. RAILROAD

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: November 30, 1971

CITY: PORTLAND SECTION: S.E. 12th St.-S.E. 22nd St., S.E. Powell Blvd.

PROPOSED WORK: Grading, paving, structure

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	3,600,000	1,000,000 (Fixed amount)	600,000	400,000	1,600,000 (FAR 1,200,000) (Mult.Co. 400,000)
~~R/W~~					
		~~FIELD~~		~~P.S.& E. Preparation~~	

EXISTING FACILITIES:

Powell Blvd. - 58' curb to curb - 4 lanes

S.P. Railroad - 2 tracks, angle of crossing approx. 50°, protected by flashing lights and gongs.

PROJECT DATA: Construct a railroad undercrossing. Reconstruct S.E. Powell Blvd. to a 4-lane curbed facility, with 12-foot travel lanes and a variable width median.

PROJECT NO.: T-5025( )
ADDITIONAL RIGHT OF WAY: Yes (by City)
SYSTEM ACTION: TOPICS FAP Type II System approved by FHWA 11/14/69. FAU System approved 11/16/71
RAILROADS: Southern Pacific Transportation Company
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: Yes (by City)
ROUTE DATA: ~~FAP Type II~~ FAU 5012 & 1081
STATE CLEARINGHOUSE APPROVAL: ~~Exempt per working agreement dated April 20, 1970.~~ 5/15/70
DISTRICT 2 CLEARINGHOUSE APPROVAL: July 1, 1970
HEARING: Held June 2, 1970
ACCESS CONTROL: Limited to location between S.E. Powell Blvd. & abutting properties.
PARKING RESTRICTIONS: No parking allowed on S.E. Powell Blvd.

ADT: 1969 - 28,300
1976 - 37,200

7/6/71

Richard Bladorn
Urban Program Engineer
County and City Section

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DEC 2 - 1971
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 30, 1971

In reply refer to: 08-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(-)
SE. 17th & Powell Blvd. Section
Proposed Railroad Agreement & Indenture

We have reviewed the Proposed Railroad Agreement between the State and the Southern Pacific Transportation Company as transmitted with Mr. Litchfield's November 17 letter and find it satisfactory for the subject project. Please furnish four copies of the executed agreement for our formal approval when they become available.

cy Litchfield
for appropriate action
12-7-71

RECEIVED
DEC 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
DEC 1 - 1971
FOR

MEMO TO THE FILE

November 30, 1971

Re: Sequence of Work at Railroad Undercrossing
S.E. Powell Boulevard Section
Mt. Hood Highway
Multnomah County

7741

On November 23, 1971, I met with Ernie Kendrew and Harold Walsh of the Southern Pacific Transportation Company, and we devised a sequence of operations which will be required in the construction of the above captioned project. Please review this sequence and integrate it with the construction of the over-all project.

1. Contractor will build railroad shoofly, except for the crossing of the existing pavement on Powell Boulevard. (Railroad will supply tracks and ties; contractor will supply ballast.) Railroad will simultaneously construct the crossover connecting the eastward and westward main tracks between 14th and 15th Avenues.

2. Contractor will build highway detours throughout the project.

3. Railroad will install crossing gates in the position adjacent to the main line tracks.

4. Contractor will route traffic over the detours and close the existing Powell Boulevard.

5. Contractor will complete construction of the shoofly across the existing pavement and Railroad will simultaneously connect the ends of the shoofly to the eastward main track.

6. Railroad will move crossing gates to protect the shoofly track and close both main tracks through the undercrossing area.

7. Contractor will remove pavement from rails of both main tracks through existing Powell Boulevard.

8. Railroad will remove both tracks from the structure site.

NOTED
F. B. KLABOE
Orig to file
12-1-71

9. Contractor will excavate as much as possible without disturbing shoofly and construct the undercrossing structure.

10. Railroad will restore trackage to the original position (Railroad will provide ballast).

11. Railroad will move crossing gates to same position as in step 3 above.

12. Contractor will remove shoofly and stock pile in area designated by Railroad.

13. Contractor will complete grading and paving of the new Powell Boulevard.

14. Contractor will turn traffic onto the new Powell Boulevard.

15. Railroad will remove crossing gates and contractor will remove detours.

Please advise me of any changes you wish to make in the sequence of construction so that I can advise the Railroad.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Attachment

cc: F. B. Klahoe w/copy of CE Drawing 37082
I. D. Merchant "
F. L. Hall "
R. L. Schroeder "
Jack Hesla "

RECEIVED
DEC 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 1 1971
FOR FILING

FHWA-1321 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7741

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 29, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(-)
S.E. 17th Ave. & Powell Blvd. Section
Mt. Hood Highway - Multnomah County

The proposed illumination layout on this project, submitted by Mr. Merchant's November 15, 1971, letter is approved.

cy Merchant 12-1-71

NOTED
TOM EDWARDS

RECEIVED
DEC 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
NOV 17 1971

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 15, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

S.E. 17th Ave. & Powell Blvd. Sec.
Mt. Hood Highway
Multnomah County
Bridge 9938
Illumination

Attached are two prints of our preliminary illumination plan for the above project. Also attached are photometric sheets.

The illumination for this project will be provided by 1000 watt mercury-vapor luminaires mounted at 40 feet on fixed base steel poles and fluorescent fixtures mounted under the structures.

This design illuminates the approaches, ramps and area under the structures to two footcandles maintained at a 3:1 uniformity ratio. The area under the structure is also illuminated during the daytime to 15 footcandles at a 3:1 uniformity ratio.

The City of Portland has been consulted on this design and has given their approval. They will maintain and pay the power cost on this project after its completion as well as pay a portion of the project cost.

This project is presently scheduled for bid opening on January 27, 1971, and is being submitted to you at this time for your approval.

The estimated cost of this illumination project is $84,000 which includes an allowance for engineering and contingencies.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

RECEIVED
NOV 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DOC:dh
Attachments
cc A. E. Johnson
L. E. George
L. H. Young
V. E. Skoog

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

NOV 17 1971

77411

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 12, 1971

In reply refer to: 08-35.1

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe
cy Edes
11-16-71

SUBJECT: Oregon Project T-5025(-), TOPICS
SE. 12th Avenue - SE. 21st Avenue Section, Portland
Reassessment of Impact

Mr. Klaboe's letter of October 28 has been reviewed in accordance with paragraph 5c of PPM 90-1. This project, which has developed as a result of pressing need over many years for traffic improvement, has been designed to minimize environmental consequences.

Right of way relocation, which is the most significant impact, is being accomplished in accordance with legal requirements.

Recognizing the stage of development on this project, a reevaluation has been made and it has been determined that the actions taken meet the requirements of PPM 90-1.

Simpson:nig

NOTED
E. B. KLABOE

11-17-71
REFERRED TO
Young
By [illegible] Engr.

RECEIVED
NOV 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED
DEC 1 - 1971
FILE FILING
7741

November 10, 1971

City of Portland
City Hall
Portland, Oregon 97204

Attention: George Yerkovich
City Auditor

MISC. CONTRACTS and
AGREEMENTS No. 4359

Gentlemen:

Attached for your records are two fully executed copies of a TOPICS agreement concerning improvement of S. E. 12th Avenue-S. E. 21st Avenue Section of the Mt. Hood Highway (S.E. Powell Boulevard).

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

fkm
Att.

cc H. S. Cox
(agree. att.)

RECEIVED
MAY 22 1972
FOR FILING

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

2211

BUREAU OF TRAFFIC ENGINEERING
D. E. BERGSTROM
TRAFFIC ENGINEER

CITY OF PORTLAND
OREGON
97204
420 S.W. MAIN ST.—PHONE 228-6141, EXT. 356

November 8, 1971

RECEIVED
NOV 10 1971
CONSTRUCTION
DIVISION

Mr. F. D. Morgan, Construction Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Morgan:

We have reviewed the preliminary plans for S.E. 17th Avenue and Powell Boulevard, and offer the following recommendations:

1) The detour construction including new curbs and sidewalks should be completed prior to opening the detour.

2) The new inlets and connections will require careful scheduling to avoid blocking either existing Powell traffic or the detour traffic.

3) S.E. 17th Avenue should be one-way southbound to S.E. Haig Street.

4) A temporary pedestrian crossing should be provided somewhere near 17th Avenue.

5) It appears from the plans that there will be a temporary relocation of the railroad. Since our detour signals are to be train-actuated only, (see letter to A.E. Johnson December 11, 1969) the scheduling of the various phases of the work will be quite important if we are to make only one relocation of the signal equipment.

We will gladly discuss these points with you.

cc: Klaboe
Johnson
Hall
Crandall
Merchant

Sincerely,

D. E. BERGSTROM
Traffic Engineer

RCS:ba

RECEIVED
NOV 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 29 1971
FOR FILING

7741

October 28, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Reassessment of Impact, TOPICS Project T-5025(-)
S.E. 12th Avenue-S.E. 21st Avenue Section, S.E.
Powell Boulevard, Portland

This section received design approval November 4, 1970, thereby placing it in the period requiring a written reassessment of the impacts described in the original environmental statement.

To date, the principal activity has centered around the negotiation and acquisition of real property and the details of relocation of displacees. The current status indicates approximately 65 percent of the required right-of-way acquisition completed and all but two of the relocatees will be satisfactorily resettled by December 17, 1971.

The latter are the Woody Fromm Tire Company, which must find a suitable warehouse and business site, and the Whizburger food dispensary that is involved in a chain franchise agreement with special location considerations.

The matters of right-of-way and relocation were of concern to those reviewing the draft impact document. The engineering and traffic problems were adequately covered and the solutions agreed upon by reviewing agencies.

We therefore submit that the proposed project procedure follows the nature and intent of the safeguards prescribed by law for environmental protection and, further, we respectfully request concurrence and approval of this reassessment.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
L. H. Young
H. S. Cox
D. H. Moehring

SJC:dg srb

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OCT 2 8 1971
FOR FILE

OREGON STATE
HIGHWAY DIVISION

7741

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

October 27, 1971

Mr. Wayne J. Oberding
State Highway Coordinator
City of Portland
City Hall
Portland, Oregon 97204

Re: S.E. 12th Ave.-S.E. 21st Ave. Section
S.E. Powell Blvd.

Dear Wayne,

We are returning the four signed copies of the TOPICS agreement for the subject project.

The Federal Highway Administration has requested that a portion of Item 6 on Page 3 be eliminated in order to avoid conflict with Federal Aid requirements.

Please line out the portion indicated by the enclosed copy of the Federal Highway Administration's letter, have the change initialed by the Mayor and Commissioner of Public Works, and return the agreements to this office for final signatures.

Very truly yours,

H. S. Cox
County and City Engineer

By
RICHARD BLADORN

Richard Bladorn
Urban Program Engineer

RB:ljt
Att.

cc: F. B. Klaboe
F. L. McKinney

RECEIVED
OCT 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

b. Enact and enforce or keep in effect and enforce traffic regulations necessary for the operation of the network developed under the Areawide TOPICS Plan.

c. Provide that all signs and traffic control devices and other protective structures erected on or in connection with the project, including those installed at the sole cost and expense of the City or others, will be in conformity with the Oregon Manual on Uniform Traffic Control Devices.

d. Permit parallel parking only within the limits of TOPICS improvements and regulate or prohibit all parking at locations where and when the pavement area usually occupied by parked vehicles will be needed to carry active traffic or to eliminate hazardous conditions.

e. Not permit any encroachments upon any portion of the project which will cause more than a temporary obstruction to the free and convenient flow of traffic; and shall not impose any unreasonable limitations of speeds, nor impose any regulations which shall unduly hinder the safe and efficient movement of traffic within the limits of the project.

f. Obtain concurrence of State before making any changes in traffic and parking regulations, unless the City has a functioning traffic engineering unit with authority for the establishment of on-street parking regulations and for the granting of entrance permits.

4. City agrees to comply with applicable Federal Aid Highway Acts and Regulations of the Federal Highway Administration in the initiation and accomplishment of TOPICS improvements.

5. City shall certify to State five weeks prior to bid opening that the occupancy and/or adjustment of existing utilities within the right of way of the project have been authorized by permit, franchise, or other approved procedures.

6. City shall obtain State's concurrence and/or approval of any new utility installations within the rights-of-way of the project ~~so long as Powell Boulevard remains designated as a state highway route~~.

7. City shall, without cost to State, be responsible for the maintenance, operation, and the enforcement of traffic regulations regarding this TOPICS project including the maintenance of and power consumed by any traffic signal or illumination installations.

8. City, prior to commencement of any construction, shall record data that indicates traffic operation conditions existing prior to construction, such as accidents, accident rates, capacity, travel speed, travel time, delays, etc.; and within one year after completion of the project shall report to State any changes in these indicators resulting from the improvement.

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
SALEM OR 97308

TO : MR. R. L. PORTER, STATE HIGHWAY ENGINEER
SALEM, OREGON

DATE: OCTOBER 22, 1971

In reply refer to: 08-35-DA

FROM : R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

SUBJECT: CITY AGREEMENT - OREGON PROJECT T 5025(-)
SE 12TH AVE - SE 21ST AVE SECTION
SE POWELL BLVD - CITY OF PORTLAND

THE QUALIFICATION IN ITEM 6 ON PAGE 3 OF THE ADVANCE COPY OF CITY OF PORTLAND'S AGREEMENT FORWARDED BY YOUR SEPTEMBER 28 LETTER STATING....."SO LONG AS POWELL BLVD., REMAINS DESIGNATED AS A STATE HIGHWAY ROUTE".....SHOULD BE ELIMINATED TO AVOID CONFLICT WITH FEDERAL-AID REQUIREMENTS.

already Referred to city!

10-25-71
RETURNED TO

RECEIVED
OCT 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
JOHN EDMISTON

RECEIVED
COUNTY & CITY LIAISON

MAJOR. UPE CE RE RPE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
OCT 18 1971

FOR FILE

77411

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

October 18, 1971

To: Mr. L. H. Young
Program and Planning Engineer

BUILDING

Attn: Mr. W. H. Tebeau

SUBJECT: TOPICS Project T-5025(-)
S.E. 12th Ave.-S.E. 21st Ave. Sect.
S.E. Powell Blvd.
City of Portland

Design approval for the subject project was received November 4, 1970. Paragraph 5(c) of PPM 90-1 states that projects classed as a major action are to be reassessed if design approval was received between January 1, 1970 and February 1, 1971.

We believe that paragraph 5(c) may be applicable to this project. If a written reassessment is required, this should be done immediately to avoid any delays in the project schedule. The FHWA mentioned that the environmental impact statement furnished with the design approval request was very weak.

This office does not feel adequately qualified to make an evaluation of the factors involved in such an important project. Therefore, we request that you review this project and furnish the FHWA with any information that may be required.

H. S. Cox
County and City Engineer

RU:ljt

cc: F. B. Klaboe

RECEIVED
OCT 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 8 1971

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

2741

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

October 8, 1971

Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

ATTENTION: Mr. T. H. Kruttschnitt, Jr.

Re: Description of Easement
12th Avenue-S.E. 21st Avenue
Section (S.E. 17th & Powell
Boulevard Section)
Mt. Hood Highway
Multnomah County
Your File: 91700/311
0-0-69-25

Gentlemen:

Herewith you will find two prints of a map showing the easements required on your property to accommodate the undercrossing of your tracks at the above captioned location.

In our meeting yesterday with your Mr. Holcomb, we agreed that the State would supply this map and your people will prepare the descriptions for the property required. Although this easement will be initially conveyed to the State of Oregon, it will ultimately be conveyed to the City of Portland upon completion of construction.

If you need further information in this regard, please do not hesitate to ask.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
cc: Southern Pacific Transportation Company
Portland w/prints

F. B. Klaboe
F. L. Hall
I. D. Merchant
R. L. Schroeder
Jack Hesla

RECEIVED
OCT 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 6 - 1971

FOR FILING

OREGON STATE HIGHWAY DIVISION

7741

~~HIGHWAY BUILDING~~ • • • SALEM, OREGON • • • 97310

October 4, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97310

17th and Powell Relocation
Letter dated

NOTED
R. L. PORTER

Dear Sir:

A meeting was held in the Oregon Highway Metro District Right of Way Office on Wednesday, September 29, 1971. The purpose of the meeting was to review the status of relocation and acquisition program for the Section. Sixteen people from the City of Portland, Portland Development Commission, Federal Highway Administration and the State Highway Division attended. A copy of the roster is attached.

The Relocation Benefits on this Section have been computed by the Oregon Highway Division Right of Way Metro Relocation Staff. The Benefits are to be offered and handled by the Portland Development Commission in cooperation with Mr. Bobby Smith who works directly under the City Council.

Mr. Don Harwell, Coordinating Engineer for the Oregon Highway Division, advised Mr. Ray Cruden of the City of Portland Engineers Office that the Assurances of Adequate Relocation Assistance Program would have to be made in accordance with FHWA IM-80-1-71 to the State Highway Division by November 5, 1971, in order to meet a December 18, 1971, contract date.

Arrangements were made for your Division R/W Officer, Mr. Mathias, to accompany Mr. Bobby Smith and Mr. Benjamin Webb, both from the City of Portland, and Mr. Gene St. Clair for a file-by-file-on-the-ground inspection of the Relocation Problem of this Section.

Very truly yours,

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

RECEIVED
OCT 5 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DHM-KAC:ph
Attachment
cc R. L. Porter . . . . . Tom Edwards . . . . . F. B. Klaboe
L. H. Young . . . . . J. J. Smith . . . . . L. C. Grothaus
Don Harwell

Form E-123

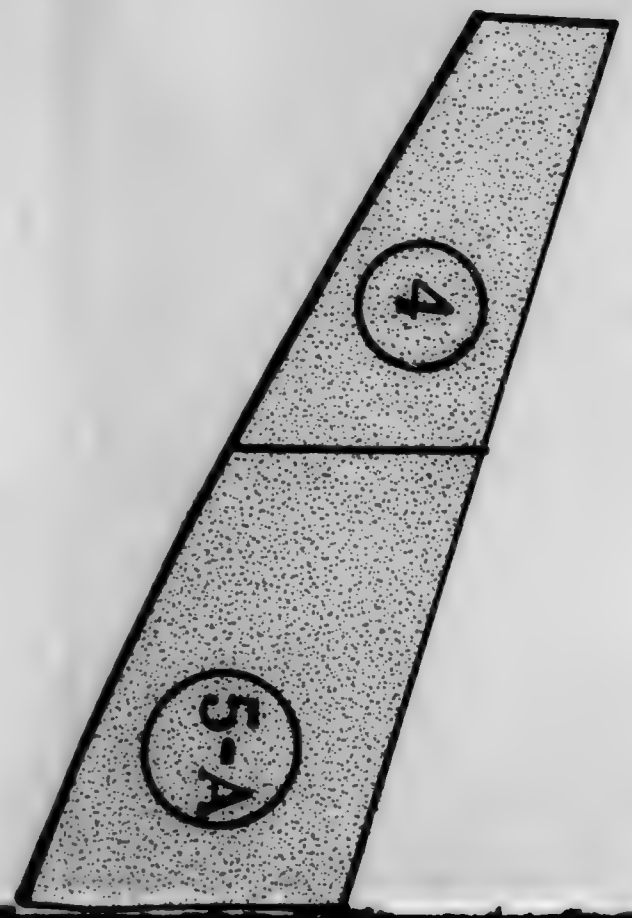
Metro office Meeting 9/9/71

14th & Lowell St overcrossing

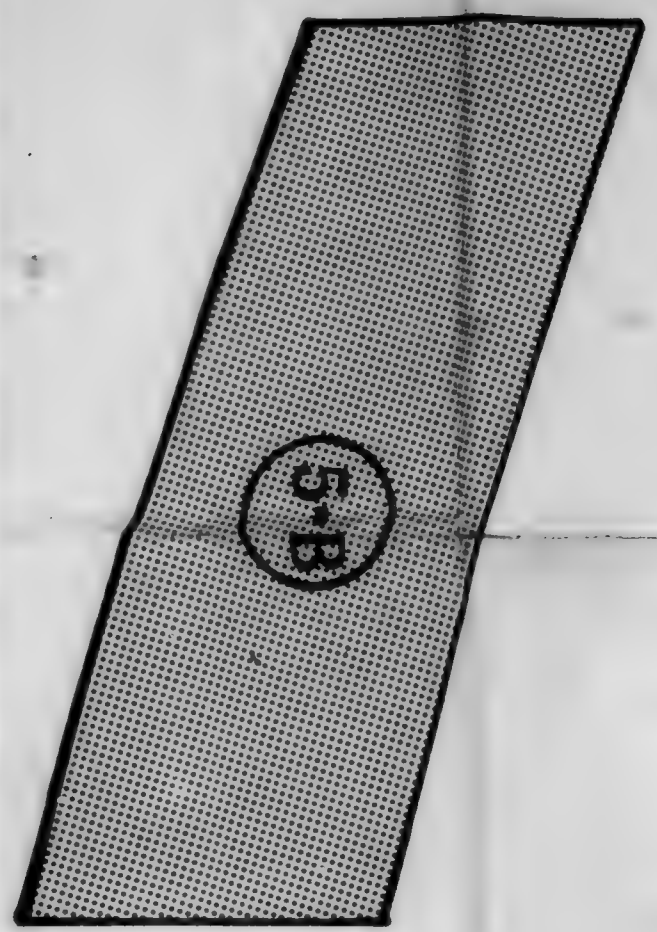
Name	Representing
J. J. Small	Oregon State Highway Div.
JAY CRUDEN	City of Portland
Wayne Chasteen	" " "
Dick Miller	" " "
Carl Short	" " "
Dick UNRein	O.S.H.D. - Salem
D. N. HARWELL	OSHD - SALEM
F. R. COILEY	PORTLAND DEV. COMM
Kenneth Tudor	Oregon Highway Division
B. J. Smith	City of Portland
Charles J Mathieu	FHWA
Stan Jones	Portland Dev. Comm.
Leo Quesnel	FHWA
Louis Grotheus	Metro R/W Supr
+ Bernard E. Weber	PDC
Gene St Clair	Oreg. State Hwy

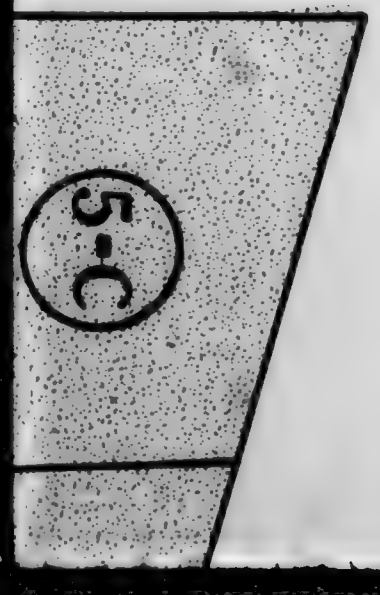
3 TH

AVE.

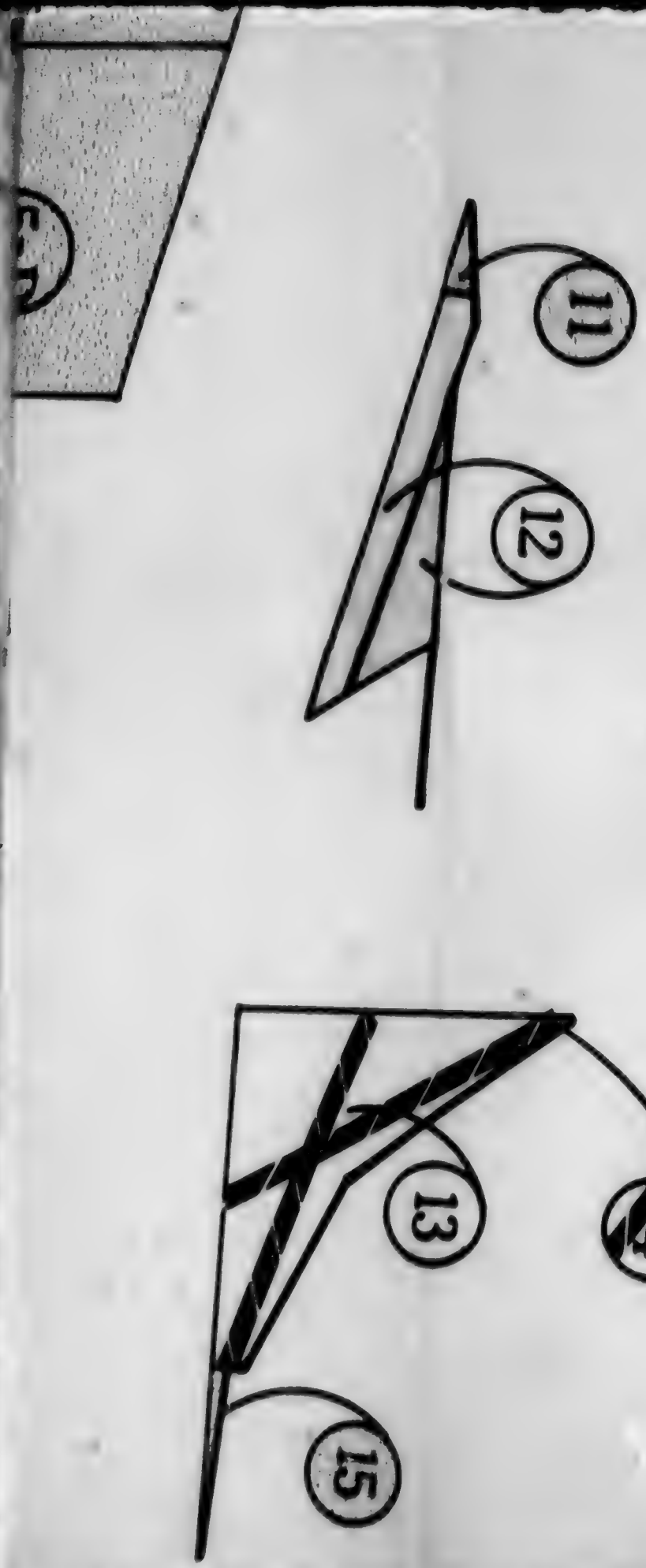


S.E.





S.T.S
P.R.R.


11
12
28
AVE.
13
14
15

POWELL

20TH AVE.

S.E.

17TH & POWELL PROJE

R/W LINES

TO BE SETTLED BY SEPT. 28TH

RE- APPRAISAL

EXPECT TO OBTAIN SOON

PROBABLE CONDEMNATION

CITY OWNED

(6) R/W PARCEL NUMBERS

POWELL PROJECT

R/W LINES

O BE SETTLED BY SEPT. 28TH

E- APPRAISAL

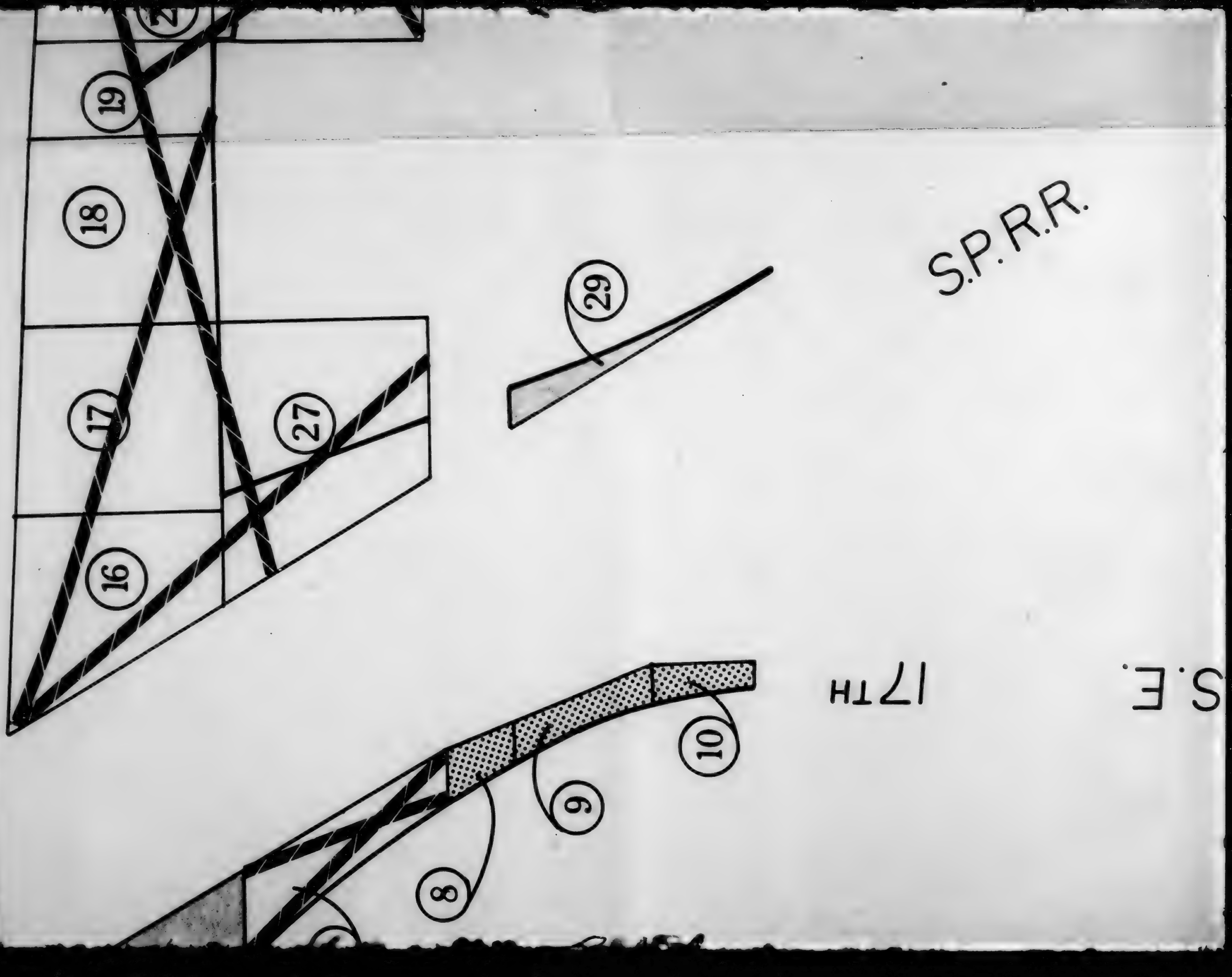
XPECT TO OBTAIN SOON

ROBABLE CONDEMNATION

ITY OWNED

/W PARCEL NUMBERS

6
7
8


S.P.R.R.
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17TH
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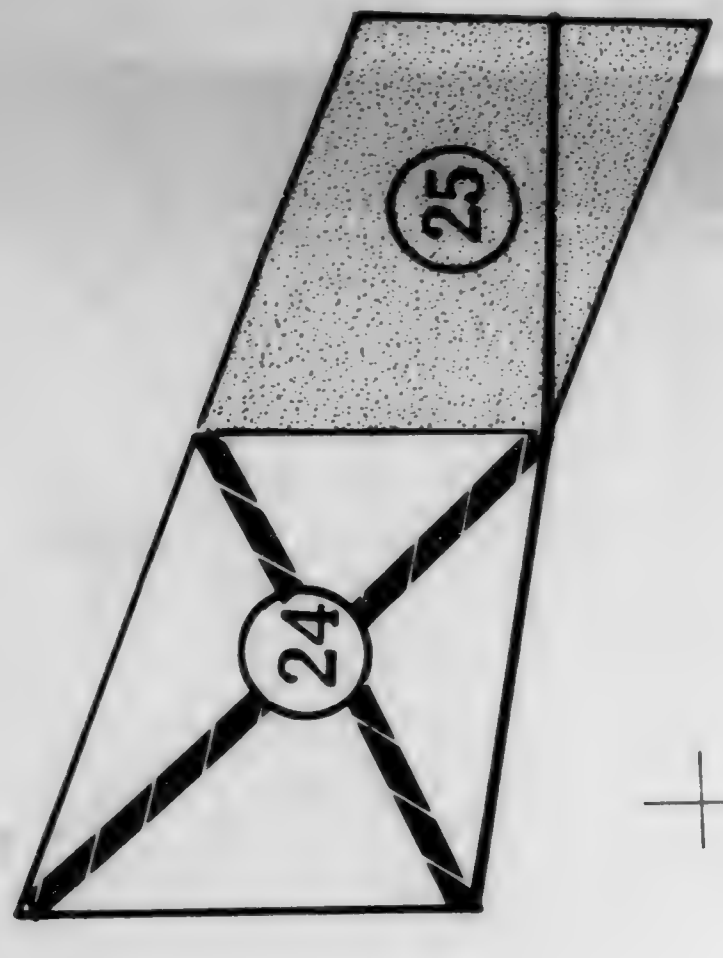
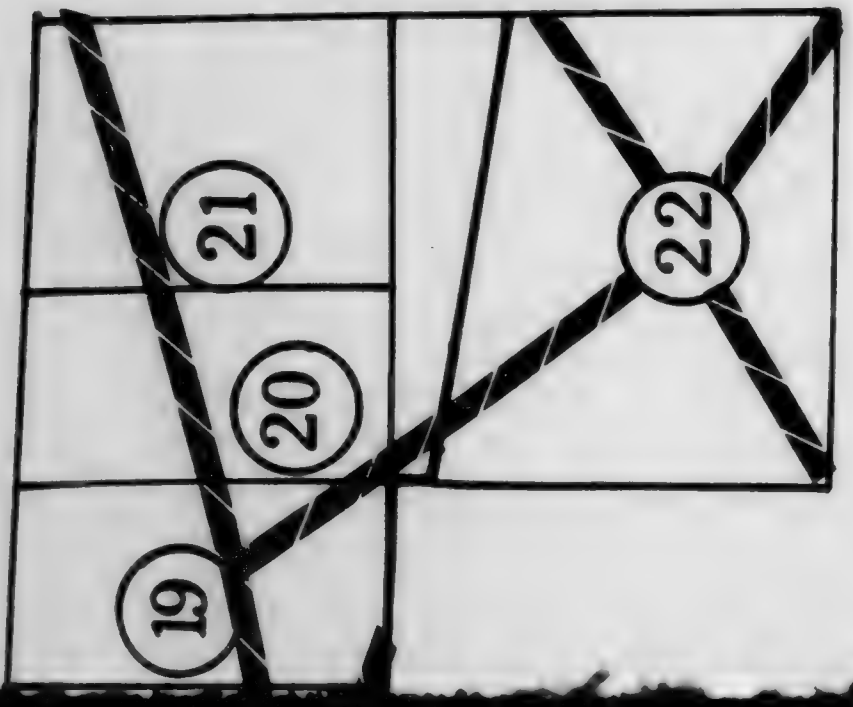
S.E.





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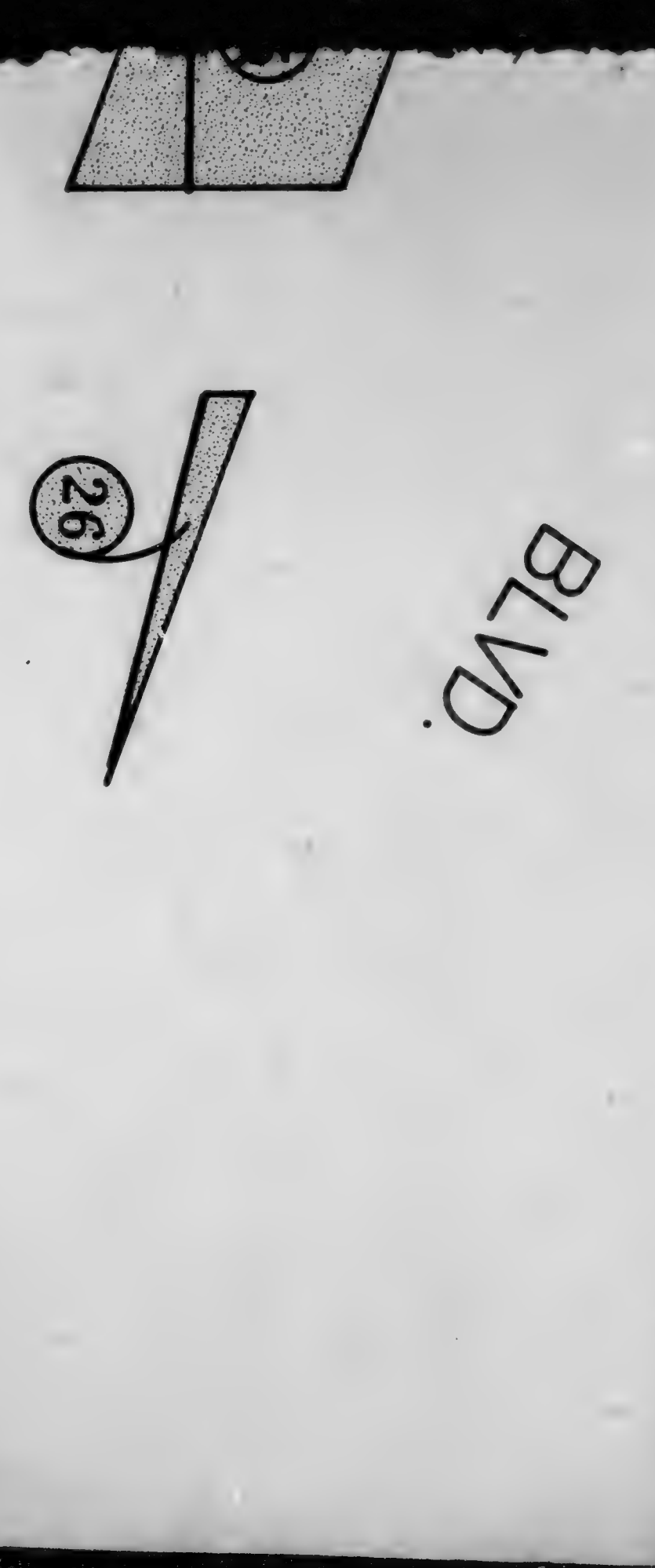

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OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: S. E. 17th Ave. & Powell Blvd.
Highway: Mt. Hood (FAR 24)
County: Multnomah
Prefix: 26-1461

Res. Engr.
Approx. Length
Sta. to Sta.
Date 9-30-71

Mean Truck A.D.T. 2475
Traffic Coefficient 10.6
18 kip s. a. per day 520.6

Annual Precipitation 44" ±
Frost Penetration ---
CBE Total Requirement 34.0"

(1)

Typical Soil

39	LL
14	PI
100	%P 10
93	%P 200
0	% Gravel
1	% C Sand
6	% F Sand
66	% Silt
27	% Clay
5	R Value
A-6	AASHO Classif.

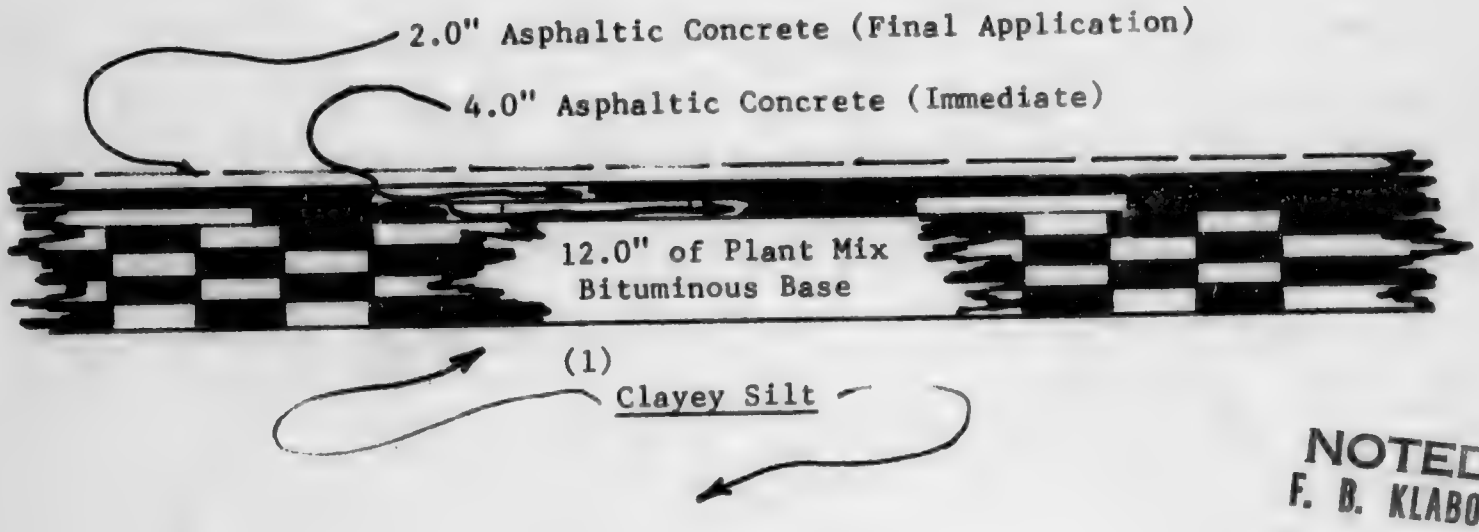
Materials Source:

Commercial sources are available.

Credit	*Actual Thick.*	*Component*
4.0	2.0	A.C. (F.A.)
8.0	4.0	A.C. (I)
21.5	12.0	P.M.B.B.
33.5	18.0	

STRUCTURAL SECTION

NEW WORK


2.0" Asphaltic Concrete (Final Application)
4.0" Asphaltic Concrete (Immediate)
12.0" of Plant Mix Bituminous Base
(1) Clayey Silt

NOTED
F. B. KLABOE

Submitted by E. J. Bugge
Base Design Engineer

Recommended by J. M. Dunlap
Engineer of Materials and Research

Recommended by W. H. Rebeau
Asst. Program and Planning Engineer

Approved by J. F. Klaboe
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Location Engineer

SECTION: S. E. 17th Ave. & Powell Blvd.

HIGHWAY: Mt. Hood

COUNTY: Multnomah

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	PMBB	*3/4"-0 Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
9.0 - 10.0	4.0"	13.0"	---	---	32.0"	17.0"
8.0 - 9.0	4.0"	11.5"	---	---	28.5"	15.5"
7.0 - 8.0	4.0"	----	2.0"	15.5"	25.5"	21.5"
6.0 - 7.0	3.0"	----	2.0"	14.0"	22.0"	19.0"
4.8 - 6.0	2.0"	----	2.0"	12.5"	18.5"	16.5"
Cars Only	2.0"	----	2.0"	7.5"	13.5"	11.5"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= ---"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: S.E. 17' Ave. & Powell Blvd.

HIGHWAY: Mt. Hood

COUNTY: Multnomah

37,600 Present ADT (1970)

6 Percent Trucks

AXLES	TWO WAY TRUCK ADT	* EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	1520	1.2	1824	1672	450	752,400
3	340	1.2	408	374	1000	374,000
4	90	1.2	108	99	1250	123,750
5	300	1.2	360	330	3180	1,049,400
6	0	---	---	---	2570	- - - -
				2475	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 2,299,550

TWENTY YEAR EWL 45,991,000

TRAFFIC COEFFICIENT 10.6

Traffic is based on the premise that construction of the Mt. Hood Freeway is completed.

*Six-year factor.

SECTION: S. E. 17th Ave. & Powell Blvd.

HIGHWAY: Mt. Hood

COUNTY: Multnomah

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C., P.C.C., and Oil.
7. Stage Construction: Part of Design.
8. Depressed, Surface, or Elevated Design: Depressed in part.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

A full-depth asphalt-treated design was selected for this section because construction traffic must be maintained.

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OCT 1 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 28, 1971

Mr. Robert B. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street, N. E.
Salem, Oregon 97308

Re: TOPICS Project T-5025(-)
S.E. 12th Avenue-S.E. 21st Avenue Sect.
S.E. Powell Blvd.
City of Portland

Dear Mr. Simpson:

Attached is a copy of the agreement for the TOPICS portion of the subject project.

This a three-party project between the State, City of Portland, and the Southern Pacific Transportation Company.

The City has requested that a portion of their share be financed with TOPICS funds which is the reason for the attached agreement. However, the City has revised our original agreement to the extent that we question whether or not a portion of it will be acceptable to you. The portion referred to is Item 6 on Page 3, which the City revised by adding "...so long as Powell Blvd. remains designated as a state highway route."

It is anticipated that when the Mt. Hood Freeway is constructed, Powell Blvd. will revert to local jurisdiction, at which time according to the revision, Item 6 will no longer be in force.

Please review the agreement and forward your comments as to its acceptability.

NOTED
F. B. KLABOE

Very truly yours,

R. L. Porter
State Highway Engineer

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

SEP 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RB:ljt
Att.
cc: F. B. Klaboe

Form E-123

Portland
T

FORM E-50 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
September 24, 1971

SUBJECT: 17th and Powell Boulevard Relocation

To: Mr. Donald N. Harwell
Coordinating Engineer

C O U N T Y A N D C I T Y

This is to confirm that the following people will attend a meeting in the Portland Metro office on Wednesday, September 29, 1971, at 1:30 p.m.:

C. J. Mathias
J. J. Smith
Louis C. Grothaus
Gene St. Clair
K. A. Chatwood

The purpose of the meeting is to have an understanding to insure that the handling of relocation is in accordance with Federal Highway Administration instructions and to settle what the City, the State and the Portland Development Commission will do to complete the right of way program on this section.

K. A. Chatwood
Administrative R/W Agent

KAC:lf

cc C. J. Mathias
J. J. Smith
Louis C. Grothaus
Gene St. Clair

9-29-71
City-St-FHWA-PDC-will jointly meet & procede on acquisition of property by PDC for Doc. & Nothing, Don H.

RECEIVED
COUNTY & CITY SECTION
SEP 27 1971
ENGR. COOR. UE AE UE
UPE CE RE RPE

8P°82475-754

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SEP 16 1971
FOR FILING

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OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 10, 1971

To: Vale P. Johnson
TRAFFIC CONTROL ENGINEER

SUBJECT: Sign Study Plans
S.E. 17th Avenue and
S.E. Powell Boulevard
Mt. Hood Highway
Multnomah County

Returned herewith are the subject study plans which have been approved as noted.

I have made notations relative to adding advance signing for 17th Avenue north bound traffic in a westerly direction. This traffic movement is not as major as the traffic flow to south bound 17th. Nevertheless, with bifurcation shown on the plans, advance warning should be given to sort this traffic in the right lane some three blocks ahead of the normal turning point. Along this line it would appear that some thought should be given to a left turn route for traffic to find their way to 17th Avenue south bound. I would suggest that possibly a left turn refuge at 20th with an alternate route along S.E. Pershing Street might be one satisfactory option.

I feel that on both the advance signs for 17th Avenue we should add a connotation to give the motorist the information he needs to know that he can go only in one direction on 17th Avenue when he takes the appropriate. exit. As I see it, the basic signing problem here is to convey the connotation to the motorist that only partial street access is now available at this grade separated intersection with the railroad tracks. The signing as proposed does not do this.

Robert N. Bothman
Maintenance Engineer

By

ORIGINAL SIGNED BY JAMES J. GIX

James J. Gix
Bridge & Sign Maintenance Engineer

JJG:rr

cc: E.S. Hunter

attachment

RECEIVED
SEP 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

METROPOLITAN ENGINEER
RECEIVED
SEP 13 1971
MCE MTC

September 9, 1971

Mr. R.L. Schroeder
Metropolitan Engineer
Oregon State Highway Division
5821 N.E. Glisan
Portland, Oregon

Dear Mr. Schroeder:

Reference is made to our recent discussion on the status of the application for the P.U.C. permit for the pedestrian overpass of the Southern Pacific Railroad at S.E. 14th Avenue. The preparation of the application and supporting data will be completed within the next thirty days and it is our intention to file the application with the Public Utility Commissioner of Oregon at that time. We are coordinating our planning with the engineering department of the Southern Pacific Railroad.

Very truly yours,

James L Apperson

JAMES L. APPERSON
City Engineer

RER:jr
cc: Earnest Kendrew
Southern Pacific Railroad
Union Sta., Portland, Ore.

RECEIVED
SEP 14 1971

Flee - Hwys
Hood R.
2741

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
September 8, 1971

To: Memo to the File

SUBJECT: 17th & Powell Blvd.
Mt. Hood Freeway

Attended a meeting in the City Engineer's office at 4:00 P.m., September 2, 1971. Purpose of the meeting was review of the acquisition of right-of-way for this project. Relocation information for the Sunseri property (44329) will be transmitted to the City by September 10, 1971. The City representative indicated all the property should be available for a December contract letting. It would be my guess that the three partial blocks of commerical property owned by Sunseri will be difficult to purchase. It, therefore, seems that a December contract is unlikely unless a special effort is made to acquire this file.

R. L. Schroeder
Metropolitan Engineer

by
ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

NOTED
F. B. KLABOE

JHV:cw
cc: Lou Grothaus
Frank Hall
F. B. Klaboe

NOTED
TOM EDWARDS

REFERRED TO
Edw. Porter
By Asst. State Hwy Engr

RECEIVED
SEP 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

MEMO TO FILE: September 1, 1971

SUBJECT: 17th and Powell Grade Separation

On August 3, 1971, a conversation with Mr. Versteeg of the Oregon State Highway Department resulted in following information regarding the acquisition of property for the 17th and Powell project:

1. The Sunseri property 2nd appraisal is reaching the last review with the right-of-way department of OSHD. On September 9th, we will receive the final decisions of the second appraisal for this property. This decision has been delayed because it was necessary to determine the relocation costs for the several properties owned by the Sunseri family. Mr. Versteeg indicated that they realize they are holding up the project but made no apology because they are currently behind in the right-of-way acquisition for several of the freeway projects due to the need for extra work involved to determine the relocation costs.

2. Mr. Versteeg advised me that the right-of-way department of OSHD has been serving 90-day notices to tenants by writing them a letter as soon as negotiations began for the purchase of the property. They are using the 90-day notice from the beginning of the time they start to negotiate for the acquisition of the property, and not waiting until an option or purchase is completed. If Bobby Smith is not doing this, I believe it is urgent that he follow this procedure in the future. If we can notify all the tenants involved in the 17th and Powell project in the next week, the 90-day period will end during the first part of December. It should be noted that we should not notify Mr. Sunseri until after we have made our first offer based on the review we receive on September 9th.

R. N. CRUDEN, Chief
Bur. Street & Struct. Eng'r.

RNC:bc

9-2-71

Oregon Journal, Portland---------- 9-1

Now Let's Get At It!!

Daily Jnl. of Commerce
Portland----------9-2

Early 1972 start seen for Powell undercrossing job

Construction of the long-awaited undercrossing to carry SE Powell Boulevard traffic under the Southern Pacific tracks at SE 17th Avenue is expected to start early next year, according to Rod Porter, state highway engineer.

Authority to proceed with the $3.5 million project was granted by Public Utility Commissioner Diarmuid F. O'Scannlain.

Start of construction will follow acquisition of the necessary right of way, Porter said.

O'Scannlain acted on an application filed July 14 by the State Highway Commission. His order reflected final agreement by the state City of Portland and Southern Pacific for a three-way split of project costs.

State to build

The state is to construct the undercrossing structure and maintain the pavement and parts of the structure below the bridge "seats" (track bed supports).

Southern Pacific Transportation Co. is to construct a "shoo-fly" (temporary by-pass) track and provide flashing lights and automatic gates on detours during construction. It will furnish and place ballast, ties and track on the new structure.

The railroad will maintain that part of the structure above the bridge seats, including underpass deck, tracks, railroad drainage and all railroad facilities.

1971
Sept

RECEIVED
SEP 7 - 1971
FOR FILE

bc: R. L. Porter
Tom Edwards
E. B. Klaboe
L. H. Young
F. B. Crandall
F. L. Hall
FHWA (agree. attached)

OREGON STATE HIGHWAY DIVISION

7741

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

September 2, 1971

Mr. Wayne Oberding
State Highway Coordinator
City of Portland
1220 S.W. 5th Avenue
Portland, Oregon 97204

MISC. CONTRACTS and AGREEMENTS No. 4359

Dear Wayne,

Under date of May 7, 1971, five copies of an agreement were sent to you for construction of the 17th & Powell Grade Separation as a TOPICS project.

Under date of July 22 and July 30, 1971, respectively, letters were sent to Mr. F. C. McKinney, State Attorney, from Mr. D. C. Jeffery, City Attorney, relative to matters covered in the contents of agreement contrary to City policy.

The agreements have been revised with the changes reflecting discussions between Messrs. McKinney and Jeffery, and should be in the City's interest.

We must say that these are very similar to agreements being used throughout Oregon on these type of projects in conformance with various Federal and State rules and regulations, and any changes may be subject to Federal Highway Administration approval.

Please review these agreements and if determined to be in the City's interest, have them executed immediately and return to this office for further processing and programming with the Federal Highway Administration, as the project is currently scheduled for a December, 1971 bid letting, subject to agreement approval, right-of-way negotiation by City, financing, etc.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox
County and City Engineer

RECEIVED
SEP 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DNH:ljt
Encl.

cc: L. E. Anderson, Public Works Commission
R. L. Schroeder, Agreement attached
F. C. McKinney, Agreement attached

Form E-123

OFFICE OF CITY ATTORNEY
CITY HALL
PORTLAND, OREGON 97204

MARIAN C. RUSHING
CITY ATTORNEY

NOTED
F. C. McKINNEY

July 30, 1971

RECEIVED
AUG 3 1971
ATTORNEY GENERAL
SALEM, OREGON

Mr. Frank C. McKinney
Assistant Attorney General
State Office Building
Salem, Oregon 97310

Dear Mr. McKinney:

Please refer to my letter of July 22, 1971, in which I raised questions about the details of the "TOPICS Agreement." I failed to raise the question regarding paragraph 6, and wish to do so at this time. Paragraph 6 states as follows:

> "City shall obtain State's concurrence and/or approval of any new utility installations within the rights-of-way of the project."

State & Federal requirement revert to city street DmH

To the extent that the right-of-way is a State Highway, there is no problem. Also there is no problem if the approval is for the construction period. However, if it is the intent of the paragraph that the City obtain approval of the State for all utility installations in perpetuity, it presents to the City a very difficult situation.

Should the intent limit the paragraphs used to the construction time or to State right-of-way, I would suggest that the paragraph contain some language in this regard. If it is the intent of the paragraph to require continual authority from the State to install utilities, I believe that staff should meet and discuss the problems involved therein.

At this time, I should also like to raise with you questions regarding general provision No. 2 in the section for Traffic Signals (T-5025[9]) which provides as follows:

> "State and City recognize the provisions of ORS 373.030 and agree that all acts necessary to complete the construction of the project, which may alter or change the grade of City streets or roads, are being accomplished by State at the direct request and consent of City."

NOTED
DOT HIGHWAY

ORS 373.030 (2) provides "The State Highway Commission however shall not change or establish any grade of any such street or road without the consent of the governing body of the City."

Section 9, Article 2 of the City Charter provides for notice and public hearing in the event of a grade change of a City street. Without following the Charter provisions, I presume that the City Council has no authority to authorize grade changes. For this reason, it will be necessary that each grade change be approved by the City Council in the manner provided for by the Charter and not as presumed in the contract. I suggest that the State and City engineering staffs meet to discuss a paragraph or language to amend paragraph general provisions 2.

Hearing held 6-2-70 covered all city charter requirements Draft.

Very truly yours,

Don Jeffery

DONALD C. JEFFERY
Sr. Deputy City Attorney

17-1 Powell
See Real Estate Highways
Joint Hearing Held by mayor Schrunk in Vol 217 Pgs 233 Thru 247.

DCJ:t

OFFICE OF CITY ATTORNEY
CITY HALL
PORTLAND, OREGON 97204

MARIAN C. RUSHING
CITY ATTORNEY

July 22, 1971

RECEIVED
JUL 26 1971
ATTORNEY GENERAL
SALEM, OREGON

Mr. Frank C. McKinney
Assistant Attorney General
State Office Building
Salem, Oregon 97310

NOTED
F. C. McKINNEY

Dear Mr. McKinney:

I have received for approval as to form the agreement entitled "TOPICS Agreement" which appears to be intended to make TOPICS funds available to the City for the 17th and Powell project. In regard to that contract, I note two discrepancies which should be brought to your attention.

The ordinance recited, No. 129786, passed by the Council September 24, 1969 does not authorize this agreement, and an ordinance must be passed doing so prior to its being approved by the City.

Paragraph 9 states that the City at its sole cost shall pay all damages, costs or adjustments arising out of claims or cause of action under ORS 105.760. This appears to be in direct conflict of the tri-party agreement which the City, State and railroad have entered into for the purposes of sharing the costs of the project. Recital No. 4 of the TOPICS Agreement reads that "City has stated a desire to use a portion of the TOPICS funds made available to them to finance a portion of their share of the cost of the improvements to S.E. Powell Blvd. as stipulated in the TRI-PARTY AGREEMENT." The direct result of this is that under paragraph 9, the City amends the tri-party agreement and assumes costs that would otherwise be shared. The TOPICS funds therefore would not accrue only to the benefit of the City, but would accrue to the benefit of the railroad and the State.

I do not believe that this is the intent of the agreement and, therefore, believe further staff discussion should occur before a contract is presented to the City Council.

Very truly yours,

Donald C. Jeffery

DONALD C. JEFFERY
Sr. Deputy City Attorney

DCJ:at
cc: Mr. Apperson, City Engineer

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SEP 7 - 1971
FOR FILING
77411

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK C. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

September 1, 1971

NOTED
F. B. KLABOE

Mr. Tom Edwards
Deputy State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for the authority to construct an undercrossing under the tracks of Southern Pacific Transportation Company, known as the Powell Boulevard Undercrossing of Southeast 17th and SPRR Project, in the S.W. 1/4 NE 1/4 of Section 11, in T. 1 S., R. 1 E., Willamette Meridian, Multnomah County

Dear Tom:

Herewith I hand you a copy of Order No. 71-445 issued by the Public Utility Commission under date of August 30, 1971, relative to the above subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

/s/ Jack L. Sollis

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jm
encs.
cc: F. B. Klaboe
Ivan Merchant
Frank Morgan
R. N. Bothman
Robert L. Schroeder
Burghart
T. W. Litchfield
R. P. Hamilton
H. S. Cox
John Sheldrake

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SEP 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Order No. 71 -4 4 5

Crossing No. C-768.10-B

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-567

In the Matter of the Application of the STATE OF OREGON, by and through its State Highway Commission, for the authority to construct an undercrossing under the tracks of Southern Pacific Transportation Company, known as the Powell Boulevard Undercrossing of Southeast 17th and SPRR Project, in the SW¼ NE¼ of Section 11, in T. 1 S., R. 1 E., Willamette Meridian, Multnomah County

ORDER

On July 14, 1971, the State of Oregon, by and through its State Highway Commission, duly filed an application with the commissioner seeking authority to construct an undercrossing under the tracks of Southern Pacific Transportation Company in the City of Portland, Multnomah County, Oregon. The project is known as the Powell Boulevard Undercrossing of Southeast 17th and SPRR Project.

Copies of the application were duly served upon Southern Pacific Transportation Company, Multnomah County Board of Commissioners, and the City of Portland, Oregon.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of ORS chapter 763 are in issue, and no hearing will be required.

Based upon the application, the files and field investigation of the commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) Authority to construct the undercrossing project as requested herein is hereby granted.

(2) Applicant shall:

(a) construct the undercrossing structure;

(b) remove ballast and subgrade materials used for the shoofly track after railroad traffic has been placed on the main line;

(c) bear one-third of the total cost of project; and

(d) at its own expense, after completion of project, maintain the pavement and that part of the structure below the bridge seats.

(3) Southern Pacific Transportation Company shall:

(a) construct a shoofly track, including ballast ties and track, and furnish and install commissioner's standard No. 2 flashing lights equipped with commissioner's No. 4 automatic gates at the highway detours necessary during construction of the project;

(b) remove and protect its signal and communication lines during the construction period and replace in final location upon the structure, upon completion of construction;

(c) furnish and place ballast, ties and track on the new structure;

(d) after construction of project, salvage materials used for shoofly construction and credit to the project costs, and also credit to project costs two-thirds of the cost of railroad protection signals used during project;

(e) bear one-third of the total cost of project; and

(f) at its own expense, after completion of the project, maintain that part of the structure above the bridge seats, including underpass deck, tracks, railroad drainage, and all railroad facilities.

(4) The City of Portland shall:

(a) bear one-third of the total cost of project; and

(b) at its own expense, after completion of the project, provide energy for and maintain traffic lights, street lights, and drainage facilities utilized by project.

(5) Applicant shall notify the commissioner of the date of commencement and completion of the undercrossing project.

Made, entered and effective AUGUST 30 1971.

PUBLIC UTILITY COMMISSIONER OF OREGON

Diarmuid F. O'Scannlain
Public Utility Commissioner

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SEP 14 1971
FOR FILE

OREGON STATE HIGHWAY COMMISSION

7741

OFFICE OF GLENN L. JACKSON • % Pacific Power and Light Co. • Medford, Oregon • 97501

TOM McCALL
GOVERNOR

COMMISSIONERS
GLENN L. JACKSON, Chairman
Medford
FRED W. HILL, Member
Pendleton
THADDEUS B. BRUNO, Member
Portland

See Certified file

August 31, 1971

Mr. R. L. Porter
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Rod:

We had to change the meeting date with Anderson and Westerdahl. It is now set for 10:00 a.m. on Thursday, September 9 here in my office.

Will you ask Fred Klaboe to bring all the dope he has on both the dock areas north of the Steel Bridge, as well as Going Street.

Sincerely yours,

Glenn L. Jackson
Chairman

GLJ:cjk

1- Est. & plan for Sportz, Pac. Shoe Co. Jones
2- Agreement Gantz, Jones, Jones
3- Plan A-18 & est.
4- Plan & Agreement Morgan
5- Gantz Plat Agr.

NOTED
R. L. PORTER

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SEP 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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OREGON
7741

PUBLIC UTILITY COMMISSIONER OF OREGON
Ron Myles, Information Officer
238 Public Service Building
Salem, Oregon 97310
Phone: (503) 378-6604

NOTED
R. L. PORTER

FOR IMMEDIATE RELEASE:

SALEM (August 30, 1971) -- Public Utility Commissioner Diarmuid F. O'Scannlain today granted the authority to construct the Powell Boulevard undercrossing near Southeast 17th Street in Portland.

The Commissioner's order followed a July 14 application by the State of Oregon, through its State Highway Commission, to construct the undercrossing below the tracks of the Southern Pacific Transportation Company. The order reflects final agreement by all the parties and is based upon the files and field investigations of the Public Utility Commissioner.

Terms and conditions of the order provide for a three-way split of total costs between the State, the City of Portland, and the Southern Pacific.

The State is to construct the undercrossing structure and maintain the pavement and parts of the structure below the bridge "seats" (track bed supports).

Southern Pacific Transportation Company is to construct a "shoofly" (temporary by-pass) track and provide flashing lights and automatic gates on the detours during construction of the project. It will furnish and place ballast, ties and track on the new structure. Southern Pacific, at its own expense, will maintain that part of the structure above the bridge seats, including underpass deck, tracks, railroad drainage, and all railroad facilities.

---MORE---

NOTED
TOM EDWARDS

The City of Portland, at its own expense, is to provide energy for and maintain traffic lights, and drainage facilities used by the project.

Commissioner O'Scannlain noted there were few if any crossings in the state with more problems in public safety and convenience than at 17th and Powell. He said cooperation of all the parties involved got the project underway, and said continued cooperation could lead to its prompt completion.

# # #

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AUG 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

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AUG 13 1971

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OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

August 4, 1971

4317

Mr. F. B. Klaboe
Assistant Highway Engineer
State Highway Building
Salem, Oregon 97310

Dear Fred,

Transmitted herewith for your information, please find plans and specifications for the construction of "Turn-Around Facility and Related Work for Closure of S.E. Brooklyn Street."

The work is now underway by City forces as a part of the commitment necessary to vacate certain streets relative to the S.E. 17th and Powell grade separation project.

Yours very truly,

James L Apperson

JAMES L. APPERSON

City Engineer

BGK:bc

Enclosure

Hall
A. Olson
Wills
Hackleman
Carstensen
Keyes
Terpe

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DESIGN SECTION

Scott
Swenson
R. Olson
Trout

Do Not File ☐
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AUG 6 1971
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STATE HIGHWAY ENGINEER

NOTE
F. B. KLABOE

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August 4, 1971

The Honorable Lloyd E. Anderson
Commissioner of Public Works
City of Portland
1220 S. W. 5th Avenue
Portland, Oregon 97204

4291

Dear Commissioner Anderson:

Re: 17th and Powell Boulevard Section
Mt. Hood Highway, Multnomah County

Reference is made to your letter of July 28 concerning purchase by the City of three "temporary easements" for the relocation of the railroad while the railroad structure is being constructed.

The matter of acquiring "temporary easements" for the railroad was discussed briefly at the recent meeting between the City, State and Railroad. Since you find it undesirable to acquire the property in fee, please proceed with the acquisition of the appropriate temporary easements.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
H. S. Cox
D. H. Moehring
T. W. Litchfield
R. L. Schroeder

PGP:fw srb

LLOYD E. ANDERSON
COMMISSIONER

DEPARTMENT OF PUBLIC WORKS

JAMES L. APPERSON
CITY ENGINEER

WM. S. LIND
CHIEF OF OPERATIONS

HAROLD E. JOHNSON
PUBLIC WORKS COORDINATOR

CITY OF PORTLAND
OREGON

97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

July 28, 1971

Mr. F. B. Klaboe
Assistant State Highway
Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Routing
Morgan
Decker
Bond
Walker
Boehme
Johnson
Pease
Swan
Glenn
Litchfield
Gallagher
Stein

RECEIVED
AUG 2 1971
CONSTRUCTION
DIVISION

Dear Mr. Klaboe:

Upon receiving your request that the City purchase three right-of-ways for the proposed construction of the grade separation at 17th and Powell, I sent your letter to the City Engineer for his recommendation. His reply was that these purchases should not be made for the following reasons.

1. Purchase only of easement rights satisfies all requirements for construction of the project.

2. Our appraiser advises the purchase in fee would increase the costs of acquisition.

3. The City has been threatened with a lawsuit concerning loss of property value. This suit was withdrawn only on the basis of the track relocation being only temporary.

I support the decision of the City Engineer and adopt his position as my own. The City will continue negotiations on the basis of temporary easements in order to avoid possible litigation while satisfying the right-of-way requirements as economically as possible.

Sincerely,

Lloyd E. Anderson
Commissioner of Public Works

LEA:jt

orig Litchfield - R/W
copies to Olson
Narwell
8-2-71

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JUL 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE
F. B. K.

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OREGON STATE HIGHWAY DIVISION

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

July 22, 1971

Southern Pacific Transportation Company
324 Union Station
Portland, Oregon 97209

ATTENTION: Mr. E. A. Kendrew

Re: City-Railroad-State Meeting, 7-20-71
S.E. 12th Avenue-S.E. 21st Avenue
Section (S.E. 17th & Powell
Boulevard Section)
Mt. Hood Highway
Multnomah County
Your File: 91700/311
0-0-69-25

Gentlemen:

As promised during the meeting held in our Metropolitan Engineer's office on Tuesday, July 20, 1971, you will find enclosed herewith four prints of our Right of Way Map, Drawing No. 9B-7-9, for the above captioned project. Please review this map and advise if any other property will be required to accommodate the railroad shoofly. You will note temporary easements for the shoofly only are to be acquired across three parcels of property. If additional property must be acquired, please advise immediately so that appropriate revisions may be made in our map and descriptions.

In our meeting on July 20, we tentatively agreed the work will be handled in the following manner:

1. The City of Portland will acquire all right of way required for the project. They will also proceed immediately with the work they must do on Brooklyn Street to close that grade crossing and construct a pedestrian overcrossing.

2. The State will construct the highway detours, main highway roadbed and structures, railroad undercrossing structure, and the railroad shoofly including ballast and track work.

3. The Railroad will supply the rail, ties and hardware for the shoofly, connect the shoofly into the main track, remove the tracks from the existing structure, place the tracks on the new structure, and remove the shoofly tracks. The Railroad will also place timber headers for the two detour grade crossings in both shoofly and main line tracks,

and will install crossing gates at the two crossings. These will be adjusted during construction to protect whichever track is carrying rail traffic. The Railroad will also adjust their signal and communication lines after a consultation with State and Portland General Electric Company representatives.

The precise sequence of construction will be worked out upon completion of plans by the State. In the meantime, you are urged to have your representatives meet with our Mr. Jack Hesla, telephone 229-6943, and representatives of the Portland General Electric Company to devise a satisfactory plan for the adjustment of your signal and communication lines through the construction area. If you will contact Mr. Hesla, he will arrange a meeting with PGE.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: F. B. Klaboe
I. D. Merchant
L. H. Young
F. L. Hall
H. S. Cox
R. L. Schroeder
K. D. Limbacher
Jack Hesla

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JUL 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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JUL 19 1971
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7741

July 15, 1971

Mr. H. M. Williamson
Chief Engineer - Systems
Southern Pacific Transportation Company
One Market Street
San Francisco, CA 94103

389

Dear Sir:

Re: Powell Blvd. U'Xing of
SE 17th & SPRR, Portland
Bridges 9917 and 9938
Your Ref. 911700/311
0-0-69-25

We have reviewed your drawings CX 26099, Sheets 1 and 2, submitted with your July 8 letter. A 12" x 12" hole in the abutments will be provided to match the hole you have shown in girders Nos. 3 and 21, and the material and installation of the four conduits will be included in the contract.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

cc R. L. Porter
Tom Edwards
I. D. Merchant

JME:ag ms

S-3708

Southern Pacific
Transportation Company

One Market Street • San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

July 8, 1971

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. BULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO
911700/311
0-0-69-25

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Tom Edwards
Deputy State Highway Engineer

Dear Sir:

In order to provide for our communications lines across the 17th St. and Powell St. Grade Separation we need to provide a 12" x 12" hole through the diaphragms in box girders Nos. 3 and 21. We have revised our drawings CE 36099 Sheets 1 and 2 accordingly, and transmit 2 copies of the revised drawings herewith.

Similar holes need to be provided in the abutments to match. Your design details for the abutments should provide for this.

Four galvanized steel rigid conduits 3½" dia. need to be installed thru these holes and extend 3 ft. beyond each end of the structure. It is desirable that the four 3½"Ø conduits also be installed by contractor constructing the bridge to avoid interference and coordinating between our communications forces and the contractor.

Will you arrange for the installation of these conduits under the contract for the structure?

Yours very truly,

H. M. Williamson

Johnson
P/L Clerk

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JUL 12 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LEE JOHNSON
ATTORNEY GENERAL

RECEIVED
JUL 16 1971
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DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

July 13, 1971

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

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FRANK G. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
GEORGE E. ROHDE
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Re: PUX 806
Application of the State of Oregon, by and through its State Highway Commission, for authority to construct an undercrossing under the tracks of the Southern Pacific Transportation Company known as the Powell Boulevard undercrossing of S.E. 17th and SPRR project.

Dear Sir:

Herewith I hand you an original and six copies of the Application of the State Highway Commission in the above-entitled matter.

Two copies are for service upon the Southern Pacific Transportation Company, one copy for service upon the City of Portland, one copy for service upon Multnomah County, and two copies for use by your office.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg
Encs.
cc- Tom Edwards
Ivan D. Merchant
F. B. Klaboe
T. W. Litchfield
F. D. Morgan
L. W. Rulien

PUX 806

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct an undercrossing under the tracks of Southern Pacific Transporation Company known as the Powell Boulevard undercrossing of S.E. 17th and SPRR project in the S.W. 1/4 quarter of the N.E. 1/4 of Section 11, Township 1 S, Range 1 E, Willamette Meridian, Multnomah County, Oregon	APPLICATION No._____

Comes now the State Highway Commission and files its Application in the above entitled matter.

The Applicant herein respectfully represents:

I.

That the name and address of your Applicant is State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II.

That this Application is made under the authority of ORS 366.205, 763.040 and ORS 763.050.

III.

That for the proper service, safety and convenience of the traveling public, Applicant proposes to reconstruct a portion of the Mt. Hood Highway. Said reconstruction necessitates

the construction of a railroad overcrossing structure over the Mt. Hood Highway which will carry the tracks of the Southern Pacific Transporation Company over the Mt. Hood Highway. The plans for such a structure are shown on Oregon State Highway Department drawing 26295 dated 3/20/70 and revised 6/8/71 entitled "Powell Boulevard Undercrossing of S.E. 17th and SPRR S.E. 12th Avenue - S.E. 21st Avenue, Section Mt. Hood Highway Multnomah County Plan and Elevation" and drawing number 26064 last revised 9/24/70 entitled "Vicinity Map and Profile Railroad Undercrossing S.E. 17th and Powell Boulevard, Mt. Hood Highway". These drawings are attached hereto and by this reference made a part hereof. The proposed structure constitutes a new structure which replaces an existing gradecrossing. Since this will involve the elimination of an existing grade crossing the costs of the project will be borne as hereinafter set forth between the State, the City of Portland, and the Southern Pacific Transportation Company.

IV.

Because of the large traffic volume over this grade-crossing and the high number of trains utilizing the railroad tracks in this area, a structure carrying the highway underneath the railroad tracks is the only feasible method of correcting the extreme traffic congestion in this area.

V.

That upon completion, the annual average daily traffic on the highway under the structure will be 28,000 vehicles per day with an estimated increase to 37,000 vehicles per day in 1976. The railroad movements at this crossing average 65 train movements per day.

VI.

The new highway at the crossing sight is to be a depressed four lane facility with a varible width median as shown on drawing number 26295. The structure carrying the tracks of the Southern Pacific Transportation Company is to be a two-span precast-prestressed box girder structure with a ballasted deck. Plan, elevation and section views of the structure are shown on drawing 26295. The structure will be designed for Coopers E72 loading in accordance with the current specifications of the American Railway Engineering Association. A minimum of 16 feet of vertical clearance will be provided for highway traffic. A highway grade separation structure to carry northbound S.E. 17th Avenue over the depressed Powell Boulevard is also to be constructed under this project. This proposed structure will be located westerly and immediately adjacent to the railroad structure as shown on the enclosed drawings. Provisions will be made for pedestrian traffic on the 17th Ave. structure and beneth the railroad structure. The highway construction centerline intersects the west track of the Southern Pacific Transportation Company at Highway

Station "L" 112+03.80 POC = RR 118+75.88 P.O.T. With an intersection angle of 51° 13' 52". During construction railroad traffic will be routed over a single track shoofly to be constructed easterly of the existing tracks. The location and alignment of the shoofly tracks are shown on drawing 26064. East and West bound Powell Boulevard traffic will be routed over two lane detours to be constructed at grade at either side of the work. East and West bound Powell Boulevard traffic on the detours at the crossing of the railroad shoofly will be controlled by PUC Standard No. 2 flashing light signals and PUC Standard No. 4 crossing gates places at appropriate locations on each side of shoofly.

VII.

The following parties are affected by the proposed crossing structure: The Southern Pacific Transportation Company, the City of Portland and Multnomah County.

VIII.

That Applicant proposes that the construction and maintenance of the project be handled, and the costs thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structure, including approaches and also including the structure carrying S.E. 17th Avenue over the depressed highway.

(b) The total cost of said project should be shared equally by Applicant, the Southern Pacific Transportation Company and the City of Portland. Accounting practices to be followed and the method of computing the exact share of these three parties has been determined by an agreement between the parties.

(c) Remove ballast and subgrade materials used for the shoofly track after railroad traffic has been placed on the main line.

(d) Upon completion of the project, Applicant will maintain that part of the structure below the bridge seats and the pavement.

THINGS TO BE DONE BY RAILROAD:

(a) Contribute one-third of the total costs of project. The specific manner of such contribution has been worked out by agreement between the parties.

(b) Construct shoofly including subgrade ballast, ties, and track and install standard no. 2 flashing light signals and standard no. 4 crossing gates.

(c) Remove and protect the signal and communication lines during the same period and replace in final location upon the structure, upon completion of construction.

(d) Furnish and place ballast, ties, and track on the new structure.

(e) Upon completion of the project maintain that part of the structure above the bridge seats, including the

underpass deck, tracks, railroad drainage and all railroad facilities.

(f) After construction of project, salvage materials used for shoofly construction and credit to the project costs. Also credit to project costs two-thirds of the cost of railroad protection signals utilized during project.

THINGS TO BE DONE BY CITY:

(a) Contribute one-third of the total cost of project.

(b) Upon completion of the project, provide energy for and maintain traffic lights and street lights and drainage facilities utilized by project.

IX.

That at all times after construction vertical and horizontal clearances on the highway will be in excess of those required by statute.

X.

That the project is located in the SW 1/4 of the NE 1/4 of Section 11, Township 1 South, Range 1 East, Willamette Meridian, Multnomah County.

WHEREFORE, Applicant prays for an Order authorizing said construction and an allocation of costs thereof, in accordance herewith, and for such other Order or Orders as may be proper in the premises.

DATED at Salem, Oregon this _____ day of July, 1971.

STATE OF OREGON, by and through
its State Highway Commission

L. I. LINDAS
Assistant Attorney General & Counsel
for the State Highway Commission

By /s/ Jack L. Sollis
JACK L. SOLLIS
Assistant Attorney General

STATE OF OREGON)
) ss.
County of Marion)

I, Ivan D. Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

/s/ Ivan D. Merchant
IVAN D. MERCHANT

Subscribed and sworn to before me this 13th day of July, 1971.

/s/ Jack L. Sollis

Notary Public for Oregon
My Commission Expires: 12/18/72

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

Jack L. Sollis
JACK L. SOLLIS
Assistant Attorney General

RECEIVED
MAY 24 1971
FOR FILING

7741

May 24, 1971

The Honorable Lloyd Anderson
Commissioner of Public Works
City of Portland
City Hall
Portland, Oregon 97204

Dear Commissioner Anderson:

Re: 17th and Powell Boulevard Section, Mt. Hood Highway, City of Portland, Multnomah County

In writing the descriptions for purchase of the necessary rights-of-way for the proposed construction of the grade separation at 17th and Powell Boulevard in Portland, we indicated three files as "temporary easements for shoofly" where the railroad is to be detoured while the railroad structure is being constructed.

Easements are normally as expensive as fee takings and, since it would seem obvious that the Railroad will need at least a portion of these areas for their future right-of-way, it would be desirable to acquire these files in fee rather than as temporary easements. These are files 44329-27; 44329-28 and 44329-29.

Unless you know of some reason why this should not be done, please advise your people to obtain fee title to these properties. If you have any questions, please contact me.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
D. H. Moehring
R. L. Schroeder

AMO:in srb

copy to Wayne Oberding, P.E.D 5-24-71

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MAY 21 1971
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7741

May 21, 1971

Mr. H. H. Williamson
Chief Engineer - System
Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

354

Dear Sir:

Re: 17th and Powell Crossing - SPRR
Your Ref. 911700/311

We have reviewed the plans submitted with your April 29 letter and are returning one set of your Drawing CK 36099, Sheets 1 to 5, with changes marked in red.

The tubular rail has been eliminated from the 17th Avenue structure and the retaining walls on this section, and we would suggest a walk and rail detail for the railroad structure as shown on Sheet 5.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

Enclosures
cc R. L. Porter
A. E. Johnson
I. D. Merchant

(File copy of drawings in Bridge File)

JMT:dh ms

S-2704

Southern Pacific
Transportation Company

One Market Street • San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

April 29, 1971

IN REPLY PLEASE REFER TO
911700/311

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Tom Edwards, Deputy
State Highway Engineer

Subject: Powell Boulevard Overcrossing of
SE 17th and Southern Pacific Transportation
Company

Dear Sir:

Refer to your letter April 5.

We have made the changes suggested in your letter; also have changed the deck waterproofing specification.

Attached are two sets of the plans CE 36099, Sheets 1 to 5 revised to April 20, 1971. Would appreciate your further review of the corrected drawings and advise if any errors or changes.

We will await your further advice on the handrail detail.

Yours very truly,

H. M. Williamson
Jay

Attach.

RECEIVED
MAY 4 1971
BRIDGE DIVISION

RECEIVED
MAY 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 10 1971
FOR FILES

OREGON STATE HIGHWAY DIVISION

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 7, 1971

Mr. Wayne Oberding
State Highway Coordinator
City of Portland
City Hall
Portland, Oregon 97204

Dear Wayne,

Enclosed are five copies of an agreement covering the inclusion of $400,000 in Federal Aid TOPICS funds into the financing of the 17th and Powell Grade Separation in S.E. Portland.

Please have the agreement presented to the City Council and, if approved, have the Council adopt an ordinance authorizing the Mayor and Commissioner of Public Works to sign the agreement. Forward four signed copies of the agreement and four copies of the ordinance to this office. Retain the extra copy of the agreement for your information. After certification by the Highway Commission Secretary, two fully executed copies of the agreement will be returned for the City's permanent records.

Very truly yours,

H. S. Cox
County and City Engineer

By

Richard Unrein
Urban Engineer

RU:ljt
Att.

bc: R. L. Porter
Tom Edwards
F. B. Klaboe
F. B. Crandall
L. H. Young
R. L. Schroeder

RECEIVED
MAY 7 1971

☐ ENGR. ☑ COOR. ☐ DE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

May 4, 1971

Mr. Wayne Oberding
State Highway Coordinator
City Hall
Portland, Oregon 97204

Dear Wayne,

On May 4, 1971, the Oregon State Highway Commission approved the City of Portland's request for Federal Aid TOPICS projects to signalize 30 intersections and to increase the Federal TOPICS share on 17th & Powell from $300,000 to $400,000. Attached for your information are summaries of these projects.

As soon as programming with the Federal Highway Administration is completed, we will prepare and forward to you agreements to cover the job particulars.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

Att.

bc: F. B. Crandall
R. L. Schroeder

Yellow Copy

FORM E-30 (REV 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
May 4, 1971

To: Mr. R. L. Schroeder
Metro Engineer

PORTLAND

SUBJECT: Approved TOPICS Projects
Portland City-wide Traffic Signals
and
S.E. 17th Avenue & S.E. Powell Blvd.

Herewith are tabulations describing two TOPICS projects approved by the Highway Commission at its May 4, 1971 meeting.

Please initiate an "Authority for Survey" for the project to signalize 30 intersections in Portland. Per letter-form agreement dated May 20, 1970, the City will perform certain phases of preliminary engineering. The City has requested $600 per intersection ($18,000 total) and our Traffic Section has requested $400 per intersection ($12,000 total) for a total preliminary engineering authorization of $30,000.

Richard Bladorn

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt
att.
cc: F. L. Hall (w/att)
F. B. Crandall "
I. D. Merchant "
D. H. Moehring "
F. D. Morgan "
V. A. Boyd "
R. N. Chase "
B. L. Gifford "
John Hanks "
[redacted] "
D. E. Keyes "
T. W. Litchfield "
C. R. Nelson "
C. G. Swenson "
F. E. Terpin "
G. C. Wills "
F. W. Yarbrough "
W. N. Bryant (FHWA) "

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COUNTY & CITY SECTION
MAY 5 1971
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☒ UE
☑ UPE ☐ CE ☑ RE ☐ RPE ☐

SP*82478-734

CITY OF PORTLAND
Proposed TOPICS Project

S.E. 12th Avenue-S.E. 22nd Avenue (Portland) Section, S.E. Powell Blvd. (FAP Type II) (S.E. 17th Avenue & Powell Blvd. grade separation). Right-of-way, grade, pave, and structure. $3,600,000 ($400,000 Federal TOPICS funds).

Highway Commission approval was received on July 7, 1970, for the City of Portland to use $300,000 of Federal TOPICS funds to help finance their 1/3 share of the cost of this project.

This proposed project will increase the previously approved $300,000 in Federal TOPICS funds to $400,000.

The normal State matching funds will be from the State's 1/3 share of the project and the City's normal matching funds will be from the balance of the City's 1/3 share of the project.

Public hearing held June 2, 1970.

71-c
4/21/71

PROPOSED TOPICS PROJECT

OREGON STATE HIGHWAY DIVISION

S.E. 17th AVE. & POWELL BLVD. (PORTLAND)

MT. HOOD HIGHWAY

MULTNOMAH COUNTY

4-21

Grade Separation Agreement!
Congratulations!
TO:
City Of Portland
Multnomah County
State Of Oregon
Southern Pacific Railroad
OREGON
US
26

Railroad

Grade Separation Agreement!

Congratulations!

TO:

City Of Portland	State Of Oregon
Multnomah County	Southern Pacific Railroad

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

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MAY 10 1971
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OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

April 27, 1971

NOTED
F.B. KLABOE

Shirley A. Field, Attorney at Law
603 Corbett Building
Portland, Oregon 97204

Re: SE 17th and Powell grade separation project
Lot 13, Block 2, Smiths Subdivision

Dear Miss Field:

Your letter of April 13 to Commissioner Anderson regarding the property located at 1735 SE Franklin Street was referred to this office for our attention.

You are aware the Pecorara property is not required for right of way for the project, and therefore its purchase by the City is not contemplated.

You mention the railroad is to be moved to within approximately 50 feet of your client's home. While this is true, it should be understood this relocation of the trackage is only temporary. After completion of a bridge structure over the depressed SE Powell Boulevard, the trackage will be moved back to its present location.

With reference to access to the property, the plans call for SE 19th Avenue to be closed at the south line of SE Powell Boulevard. SE 19th Avenue will be opened and extended southerly from SE Franklin Street to a connection with SE Pershing Street to provide an outlet for your client as well as to others owning property on this portion of SE Franklin Street. This will increase the distance required for vehicular traffic to reach SE Powell Boulevard by approximately two blocks, which we believe is not unreasonable.

We enclose for your information a copy of the part of the official right of way map showing the temporary nature of the railroad relocation, and also showing how access to the portion of SE Franklin Street in question is to be handled.

REFERRED TO
by Hall 5-3-71
BY ASST. STATE HWY. ENGR.

If you feel further discussion of the matter is called for, you may contact Mr. Short of this office at your convenience. The phone is 228-6141 Extension 407.

Very truly yours,

JAMES L. APPERSON
City Engineer

CS:mw
Encl.

cc: Lloyd E. Anderson, Commissioner ✓

Marian Rushing, City Attorney

Klaboe - State

RECEIVED
MAY 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1971
FOR FILING

7741

April 23, 1971

Miss Shirley A. Field
Attorney at Law
603 Corbett Building
Portland, Oregon 97204

3439
4093

Dear Miss Field:

Re: 17th and Powell Boulevard (City of Portland)
S.E. 12th Avenue-S.E. 21st Avenue Section
Mt. Hood Highway, Multnomah County

Reference is made to your letter of April 13 in regard to the Donald Pecorara property at 1735 S. E. Franklin Street in Portland.

The proposed project will require that the railroad track be detoured in order to construct the grade separation structure for Powell Boulevard and this will temporarily move the centerline of the nearest track from a distance of approximately 105 feet from the front of the house to a distance of approximately 80 feet. This detour track will be removed when the structure is completed.

Access to the property in question is presently limited to a single unsignalized intersection at 19th and Powell. Under the revised pattern, access would be from 20th and Powell or by other streets via a more circuitous routing.

While we regret the inconvenience that the project will cause your clients and others, we cannot agree that it constitutes a justification for the public to purchase the property.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. L. Hall
D. H. Moehring - Enc.
R. L. Schroeder - Enc.

cc: Commissioner Lloyd Anderson
E. A. Kendrew, Southern Pacific Transportation Company - Enc.

ADO:jp srb

228-6316

SHIRLEY A. FIELD
ATTORNEY AT LAW
603 CORBETT BUILDING
PORTLAND, OREGON 97204

REFERRED TO
Admin
BY SECRETARY

April 13, 1971

Edwards
Dale
Pat Newman

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: 17th and Powell Boulevard, Mt. Hood Highway (City of Portland), Multnomah County; Lot 13, Blk 2, Smith's Subdivision and addition to East Portland

Dear Sirs:

Please be advised that my clients, Mr. and Mrs. Donald Pecorara, who are the owners of Lot 13, Blk 2, Smith's Subdivision and addition to East Portland, commonly known as 1735 S. E. Franklin Street, have asked me to represent them in attempting to have you reconsider your decision with respect to taking this property as part of the relocation and subdivision of the grade of Southern Pacific railroad at 17th and Powell.

As we understand the present plans, this house and one other will be the only ones left on Franklin Street in that block, and not only will my clients' right to quiet enjoyment of the property be disturbed considerably by having the railroad come within 50 feet of their home, but also their access to the property will be altered substantially by the plans. This undoubtedly will result in a substantial loss of value of the property and might give rise to my clients seeking compensation for the loss of value through legal procedures. I would appreciate it very much if you would reconsider your decision and let me know at an early date as to what decision you have arrived at.

Very truly yours,

Shirley A. Field

SHIRLEY A. FIELD

SAF:hg

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APR 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 14 1971
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 4 - 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310

April 27, 1971

17th & Powell

Oregon State Highway Commission

AGENDA
MAY 4 1971
3L

Gentlemen:

There will be before you at the May 4 meeting requests from the cities of Ashland, Eugene, Portland, and Tigard for Federal Aid TOPICS projects.

Ashland is requesting approval of a project on Siskiyou Boulevard to install a traffic signal at Ashland Street and to modify the existing traffic signal at Wightman Street. Also included is an interconnect system and some minor channelization. TOPICS funds for this project are estimated at $50,000, of which $10,000 will be the cost to the State.

Eugene is requesting approval of two projects, one for the installation of, or modification of, traffic signals at 27 intersections on the W. 6th Avenue-W. 7th Avenue Couplet and the other for the modification or replacement of traffic signals at seven intersections on Broadway Street and Franklin Boulevard.

The first Eugene project requires the installation of a pretimed traffic control signal at W. 6th Avenue and Charnelton Street, the major modification of the existing traffic control signal at W. 6th Avenue and High Street, overhaul of the existing interconnect system, and minor upgrading of the traffic control signals at 25 additional intersections on the couplet. Federal Highway Administration approval has been received for the City to perform the minor upgrading with their forces. The remainder of the project will be done by contract. TOPICS funds for this project are estimated at $105,000, of which $21,000 will be the cost to the State.

5-4 agenda

NOTED
FLOYD OLIVER

The second Eugene project requires major modification of the existing traffic control signal at Broadway Street and Mill Street, the replacement of the existing traffic control signals at six additional intersections, the widening of Franklin Boulevard at 11th Avenue to add one more lane, and the upgrading of the interconnect system from Mill Street to Walnut Street. TOPICS funds for this project are estimated at $210,000, of which $42,000 will be the cost to the State.

Portland is requesting approval of a project to install traffic control signals at 30 intersections throughout the city along with some minor channelization. TOPICS funds for this project are estimated at $530,000, of which $106,000 will be the cost to the State.

Portland is also requesting that the Federal TOPICS portion of the 17th and Powell project be increased by $100,000. No additional State funds will be required by this approval.

Tigard is requesting approval of a project to pretime and interconnect the existing traffic control signals at four intersections on Pacific Highway West. TOPICS funds for this project are estimated at $27,500, of which $5,500 will be the cost to the State.

Presently there are insufficient TOPICS funds allocated to the cities of Eugene and Tigard to fully cover their requested projects. Eugene's available TOPICS funds will cover 80 percent of their requested projects and Tigard's TOPICS funds will cover 70 percent of their request. There is a good possibility that additional TOPICS funds will be available to these cities by the time these projects reach the construction stage. Therefore, it is proposed that these projects be approved with the expectation that sufficient funds will be available at construction time; however, if this is not the case, the difference between total project costs and available TOPICS funds shall be shared equally by State and City. This would follow our existing policy of equally sharing traffic signal costs on State highways within cities. In the latter case, additional State funds of approximately $18,000 would be required to cover the Eugene requests and $2,500 for the Tigard request.

These projects have been investigated and are eligible for funding under the Federal Aid TOPICS program. We recommend your approval and request authority for the Secretary to sign project agreements for and in your behalf.

Very truly yours,

R. L. Porter
State Highway Engineer

By Tom Edwards
Tom Edwards
Deputy State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. H. Young
V. E. Skoog
F. B. Crandall
H. S. Cox
R. L. Schroeder
L. W. Rulien
C. T. Keasey

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

April 26, 1971

SUBJECT: Proposed TOPICS Projects (6)

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

Attached are twelve copies of tabulations describing proposed TOPICS projects in Ashland, Eugene (2), Portland (2), and Tigard.

The total TOPICS funds required are estimated at $1,089,000, of which $184,500 will be the State's share. This will bring the total estimated cost of TOPICS projects approved by the Commission to $3,256,000, which represents 100 per cent of 1970 TOPICS funds and approximately 19 per cent of 1971 TOPICS funds.

If satisfactory, these projects should be presented to the Highway Commission for approval at the May 4, 1971 meeting. A draft of a suggested letter to the Commission is attached.

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

Att.

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APR 26 '71
OFFICE OF
STATE HIGHWAY ENGINEER

~~SUMMARY~~ TOPICS FUNDS
Fiscal Year 1970 & 1971 Projects

CITY	SECTION	PROGRAMMED AMOUNT	STATE COST
ASHLAND	Wightman St.-Walker Avenue, Siskiyou Blvd. Signals, interconnection and channelization.	$ 50,000	$ 10,000
EUGENE	Mill St.-Walnut St., Broadway St. and Franklin Blvd. Signals, interconnection and widening.	210,000	42,000
EUGENE	Garfield St.-High St., W. 6th Avenue-W. 7th Avenue Couplet. Signals and interconnect system.	105,000	21,000
PORTLAND	Portland City-wide Traffic Signals. Various city streets (30 intersections). Signals.	530,000	106,000
TIGARD	S.W. 72nd Avenue-S.W. Greenburg Road, Pacific Hwy. West. Signal, upgrading and interconnection.	27,500	5,500
	TOTAL NEW PROJECTS	$ 922,000	$ 184,500

Increase in Previously Approved Project

PORTLAND	S.E. 12th Avenue-S.E. 22nd Avenue, S.E. Powell Blvd. Grade, pave and structure.	$ 667,000 ($400,000 Federal funds)	$ (133,000)
	Amount approved by Highway Commission on July 7, 1970.	500,000 ($300,000 Federal funds)	(100,000)
	TOTAL INCREASE	$ 167,000	$ (33,400)
	TOTAL	$1,089,000	$ 184,500

SUMMARY BY FISCAL YEAR	1970	1971	TOTAL
Allocated funds	$2,743,000	$2,730,000	$5,413,000
Approved Projects (corrected to date)	2,167,000	--	2,167,000
Unprogrammed Balance	576,000	2,730,000	3,306,000
Proposed Projects: 5/4/71	576,000	513,000	1,089,000
Unprogrammed Balance	--	$2,217,000	$2,217,000

71-c
4/21/71

Copy in minutes

ENGR. ☑ CONST. ☑ CE ☑ AE ☒ UE
☑ MPE ☑ CE ☒ MC ☑ MPE ☐

April 21, 1971

Mr. James L. Apperson
City Engineer
City Hall
Portland, Oregon 97204

Attn: Mr. D. E. Bergstrom

Dear Mr. Apperson:

The TOPICS project request submitted by the City of Portland for the signalization of thirty intersections will be presented to the Highway Commission for their approval at the May 4, 1971 meeting. The current estimate of cost for this project is $530,000.

Also, the City's request to increase the Federal TOPICS funds share of the S.E. 17th Street & S.E. Powell Blvd. project from $300,000 to $400,000 will be presented to the Highway Commission for their approval at the same meeting. The normal State matching funds will be from the State's one-third share of the cost of the project. The total amount of TOPICS funds involved in this project is now estimated at $667,000.

Very truly yours,

H. S. Cox
County and City Engineer

By

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer

RB:ljt

cc: Wayne Oberding
State Highway Coordinator

R. L. Schroeder

4-5-71

The Oregonian, Portland---------- 4-3

Staff Photo by Jim Vincent

CITY COMMISSIONER Lloyd Anderson sights location of "shoo-fly" roadway which will be used when construction of $3.4 million underpass at SE 17th Avenue and Powell Boulevard gets under way. Looking on are SP civil engineer John Swanson (left) and Mayor Terry D. Schrunk. Construction agreement was signed Friday by city officials.

Powell Boulevard Underpass Construction Gets Under Way

Traffic was blocked briefly at SE 17th Avenue and Powell Boulevard Friday morning, not by a train this time but by railroad and public officials cutting a ribbon to signify the beginning of a $3.4 million automobile underpass project.

Mayor Terry D. Schrunk snipped a crepe paper ribbon stretched across Powell after he and several other city representatives had signed the construction agreement in a brief ceremony at the southeast edge of the intersection.

Signing with the mayor for the city were commissioners Francis J. Ivancie and Lloyd Anderson, Traffic Engineer Donald Bergstrom and City Engineer James Apperson.

City Negotiates

The State of Oregon and Southern Pacific Co. signed the construction agreement nearly a year ago, but the city has since been involved in negotiations with surrounding property owners to establish conditions under which three grade crossings would be closed in connection with underpass construction.

Speakers, all of whom credited the cooperative efforts of government and industry with making the construction agreement possible, included Schrunk, SP Oregon Superintendent A.W. Kilborn, Commissioner Anderson, Multnomah County Commission Chairman M. James Gleason and Oregon Public Utilities Commissioner Sam Haley.

Schrunk said he was reminded of the unsuccessful efforts and "headaches" of the late City Commissioner William A. Bowes in seeking a solution to the train-auto traffic congestion at 17th and Powell.

Cost Divided

Also present Friday were representatives of the State Highway Department.

Under an agreement reached in January, 1970, SP and the state each will pay $1,140,000, or one-third, of the total project cost. The City of Portland will be responsible for the remaining one-third, of which Multnomah County has agreed to pay $400,000. Some $300,000 is expected to be available in federal Department of Transportation grants.

Present plans call for construction to begin in October of this year and a completion date late in August, 1973.

Oregon Journal, Portland---------- 4-5

ENGR. ✓
UPE

End Of Powell Mess In Sight

There is more than one way to skin a cat, and there are any number of ways by which the traffic mess at SE 17th Ave. and Powell Blvd. might have been solved.

The solution represented by the four-way agreement signed last week for construction of an underpass was a classic example of the strange and mysterious ways our mixed-up kind of society gets things done.

This problem was tolerated many, many years longer than it should have been because an apathetic City Hall failed to use the pressures available to it by which Southern Pacific railroad might have been moved to meet its responsibility.

A long impasse was broken when SP agreed to participate in a joint effort under which the railroad and the State Highway Department each contributes one third of the cost and the City of Portland and Multnomah County each one sixth.

There is no point in dragging up old and unpleasant history, but it is worth noting that things began to move only when Commissioner Francis Ivancie had prepared and pushed through the City Council an ordinance putting limits on the times SP could block Powell motor traffic. At that point SP began to talk seriously about a grade separation project.

Other pressures were at work, including press and public indignation. Another necessary ingredient was the willingness of Multnomah County in recent years to accept responsibility for some street improvement within the city limits.

But it is safe to say that, except for Ivancie's initiative, the impasse would still be there. The commissioner deserves at least some of the appreciation of motorists who will be driving freely through that intersection in about 18 months.

1971

Over

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APR 6 - 1971
FOR FILING
7741

316

April 5, 1971

Mr. H. M. Williamson
Chief Engineer - Systems
Southern Pacific Transportation Company
1 Market Street
San Francisco, California 94105

Dear Mr. Williamson:

Powell Blvd. U'Xing of SE 17th & SPRR
SE 12th Avenue-SE 21st Avenue Section
Mt. Hood Highway, Multnomah County
Bridges 9917 and 9938

At this time we do not have the information on the handrail and walk detail mentioned in your letter of March 22. We will forward this to you as soon as it becomes available.

In regard to the transverse tie rods and dowels, it is our policy to tie the beams together and also dowel the ends of all beams. Enclosed are two prints each of our Drawings 19850 and 22870 showing how we tie slab spans together on skewed bridges and the method we use to connect channels to the substructure. Also enclosed are two prints of Drawing 14886 showing the same details for box beams.

It is our opinion that the beams should be tied together transversely before grouting and also doweled at each end. Your detail for the dowel is very similar to our pinned end detail as shown on Drawing 22870. We would suggest you use this at the center pier and use the free end detail at the abutments.

Very truly yours,

bc R. L. Porter
A. E. Johnson
Victor D. Wolfe
Ivan Merchant

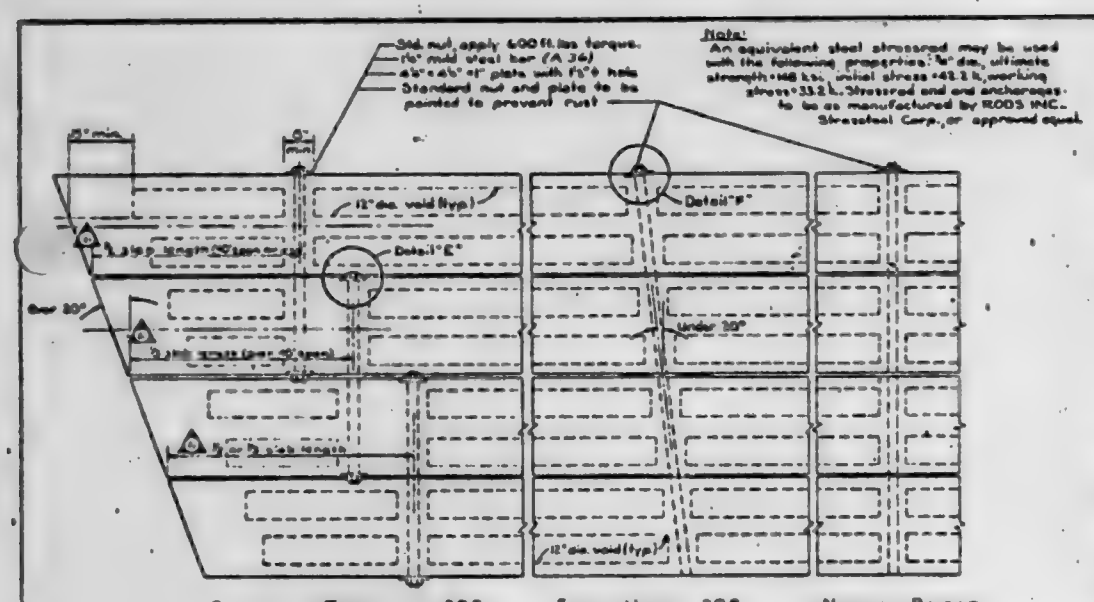
R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

JMT:ag:dh ja

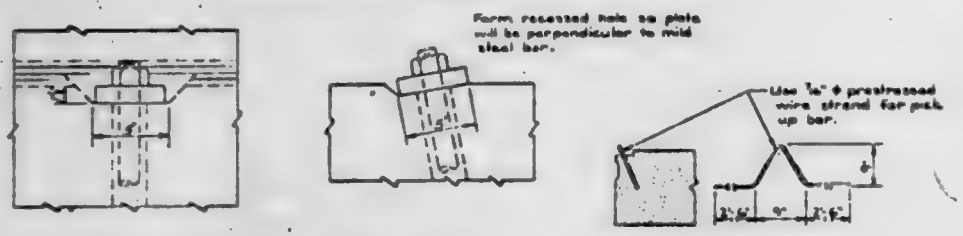
Attachments


Std. nut, apply 600 ft.lbs torque.
1½" mild steel bar (A 36)
4½"x4½"x¾" plate with 1⅛" ϕ hole
Standard nut and plate to be painted to prevent rust
Detail "F"
Detail "E"
Under 20°
Over 20°
12" dia. void (typ.)

Note:
An equivalent steel stressrod may be used with the following properties: 1¼" dia., ultimate strength = 148 k.s.i., initial stress = 82.2 k.s.i., working stress = 73.2 k.s.i. Stressrod and end anchorages to be as manufactured by ROD5 INC., Stressteel Corp., or approved equal.

SKEW IN EXCESS OF 20° | SKEW UP TO 20° | NORMAL BRIDGE

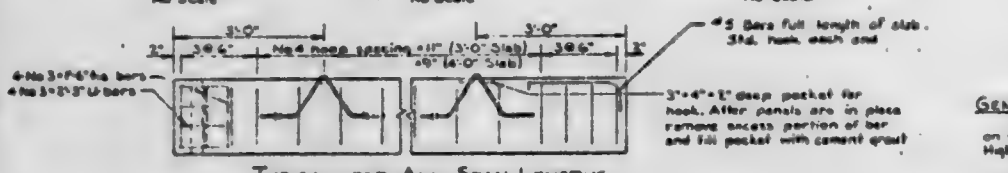
METHOD OF FASTENING PANELS TOGETHER
No Scale



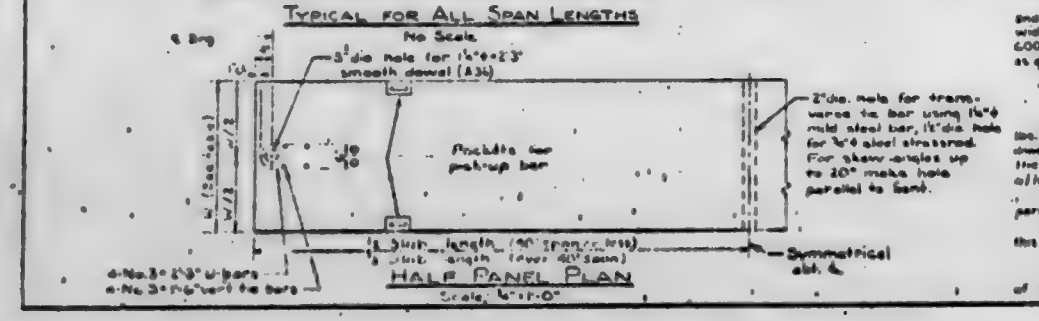
DETAIL "E"
No Scale

DETAIL "F"
No Scale

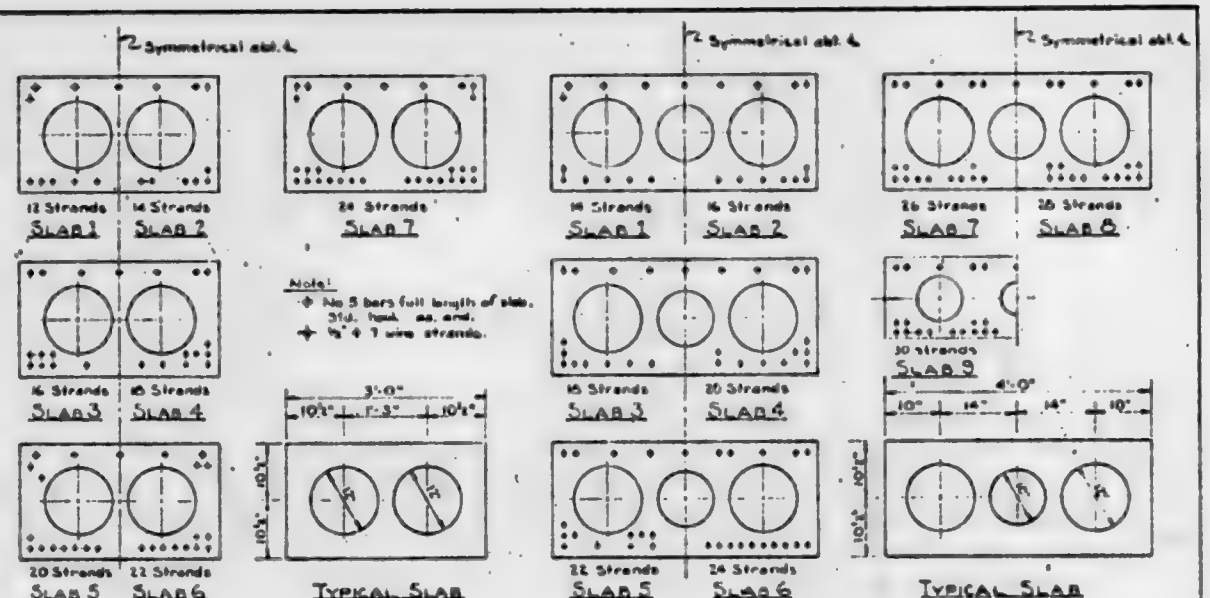
PICK UP BAR DETAIL
No Scale


3'-0"
3'-0"
No.4 Hoops spacing 4" (3'-0" Slab)
6 No 3-#4 "a" bars
4 No 3-#5 "U" bars
#5 Bars full length of slab. 3½" hook each end
3"x4"x2" deep pocket for hook. After panels are in place remove excess portion of bar and fill pocket with cement grout

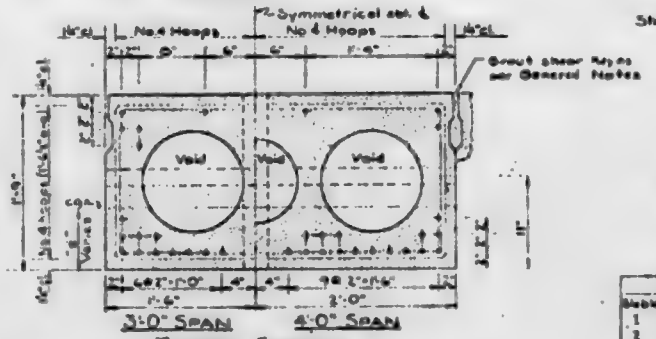
TYPICAL FOR ALL SPAN LENGTHS


No Scale
3" dia. hole for 1¼"ϕ 2½" smooth dowel (A36)
Flexible bar pickup bar
2" dia. hole for transverse tie bar using 1¼"ϕ mild steel bar, 1¼" dia. hole for ½"ϕ steel stressrod. For skew angles up to 20° make hole parallel to bank.
Symmetrical abt. ℄
6 No 3-#5 "U" bars
6 No 3-#4 "a" bars

HALF PANEL PLAN
Scale: ½"=1'-0"

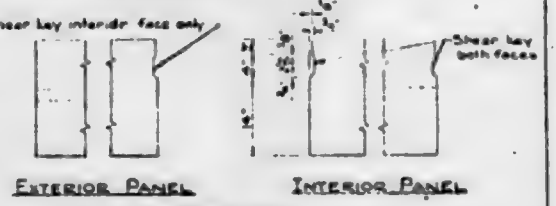


STRAND ARRANGEMENT 3'-0" WIDTH
Scale: 1"=1'-0"



TYPICAL SECTION
Scale: 1"=1'-0"

STRAND ARRANGEMENT 4'-0" WIDTH
Scale: 1"=1'-0"



EXTERIOR PANEL | INTERIOR PANEL

SHEAR KEYS
Scale: 1"=1'-0"

GENERAL NOTES

Slabs designed for HS 20-44 and military loading. Wheel distribution based on Case "B" Art. 1.3.2 of the specifications for bridges of the Oregon State Highway Commission.

All concrete in prestressed slabs except 4'-0" wide slab 9 shall be class "AA" and shall have a design strength of 5000 p.s.i. in 28 days (fc=2000 p.s.i.). The 4'-0" wide slab 9 shall be class "AA" concrete and shall have a design strength of 6000 p.s.i. in 28 days (fc=2400 p.s.i.). Concrete shall have a design strength as given in the table before transfer of prestress.

Panels to be kept upright at all times, and picked up at pickup points only.

All reinforcing steel shall conform to ASTM spec. A-615 grade 40 (strength in mild (fs=20000 psi)

All prestressing steel shall be ½"ϕ 7 wire strands having an ultimate strength of 41,300 lbs. (ASTM A-416, Grade 270.) Strands shall be tensioned to 28,910 lbs. Grout in shear keys and dowel holes shall be of expanding or non shrinkage type. Proportions of mix to be approved by the Engineer. No traffic shall be allowed on structure until grout in shear keys attains a strength of 3500 psi.

Slabs are designed for a superimposed dead load of 100 lbs. per sq. ft. for surfacing, curbs, parapets, and rails.

For skews in excess of 20° dead loads of widened diaphragms may make table on this sheet incorrect. Design should be checked to see which slab section to be used.

Lateral ties shall be placed and tightened before shear keys are filled with grout.

All material and workmanship shall conform to the specifications for bridges of the Oregon, State Highway Commission.

3'-0" SLAB WIDTH (W)

Slab No.	Span Length	No. Bars	d	Pattern
1	21'-10" – 35'-0"	4.5	4.50"	12
2	21'-10" – 35'-4"	4.5	4.71"	14
3	21'-10" – 41'-2"	4.0	4.98"	16
4	21'-10" – 43'-10"	4.0	5.18"	18
5	21'-10" – 46'-10"	5.0	5.00"	20
6	21'-10" – 48'-5"	5.0	5.17"	22
7	21'-10" – 50'-2"	5.0	5.36"	24

4'-0" SLAB WIDTH (W)

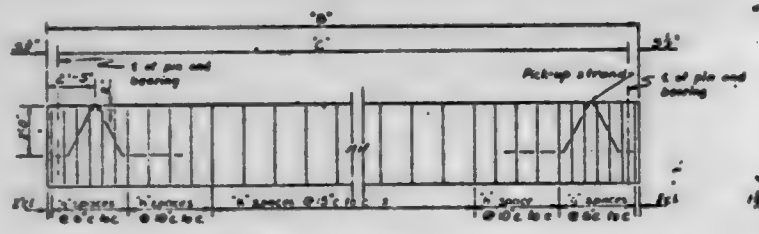
Slab No.	Span Length	No. Bars	d	Pattern
1	21'-10" – 32'-5"	4.0	4.45"	16
2	21'-10" – 35'-6"	5.0	4.58"	16
3	21'-10" – 37'-11"	4.5	4.76"	18
4	21'-10" – 40'-2"	4.5	4.90"	20
5	21'-10" – 42'-7"	4.5	4.96"	22
6	21'-10" – 44'-7"	5.0	4.83"	24
7	21'-10" – 46'-2"	4.0	5.00"	26
8	21'-10" – 47'-10"	5.0	5.00"	28
9	21'-10" – 50'-2"	5.0	4.80"	30

NOTE:
Span lengths given in above table are for angles with bents skewed from 0° to 20°. For bridges with bents skewed in excess of 20° see Plan and Elevation sheet for slab numbers to be used.

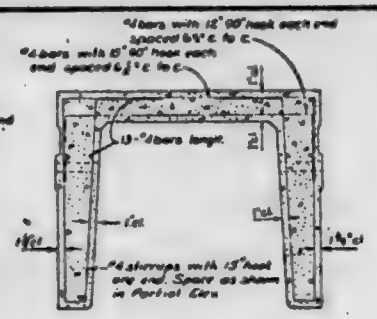
OREGON STATE HIGHWAY DIVISION
BRIDGE SECTION

21" STANDARD PRECAST PRESTRESSED SLAB

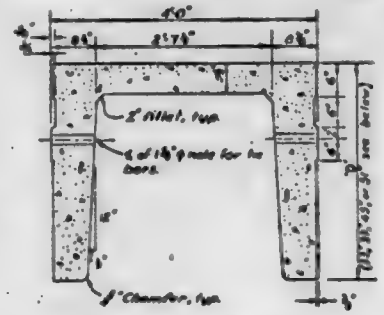
DRAWING NO. 19650



PARTIAL ELEVATION


#4 bars with 12" 90° hook each end spaced 6½" c. to c.
#4 bars with 12" 90° hook each end and spaced 6½" c. to c.
13'-0" bars long
c.g.
#4 stirrups with 12" hook one end. Space as shown in Portion Cut
1'-6"

TYPICAL MILD STEEL ARRANGEMENT



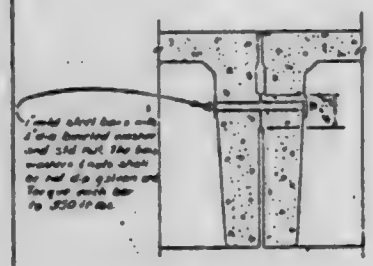
TYPICAL SECTION

GENERAL NOTES:

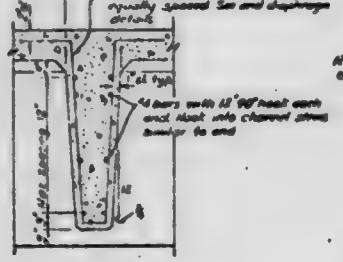
Structure designed for HS 20-44 loading with allowance for 6" S.C. wearing surface.
Distribution based on article 1.3.1.(B) Case I of S.H.D. Bridge Specifications.
All concrete shall be Class A A. The concrete strength at transfer, and at 28 days is shown in the table.
All prestressing strands shall be ½" dia. 7 wire strands with a minimum ultimate strength of 41,300 lbs. (ASTM A416 Grade 250) Straight strands shall be tensioned initially to 31,000 lbs. unless shown otherwise in the table, deflected strands shall have the same tension after deflecting.
Reinforcing steel bars No 3 thru No 11 inclusive shall be tapped 24 diameters or a minimum of 1'-0" at all splices unless noted or shown otherwise. (f_y = 20,000 psi.)
Grout in the shear keys and dowel holes shall be of the expanding or non-shrinking type. Proportions of the mix to be approved by the Engineer.
No traffic will be allowed on the structure until the grout in the shear keys attains a strength of 3500 psi.
The beams shall be maintained in an upright position at all times. They shall be lifted by means of the pick-up strands only.
All material and workmanship shall conform to the specifications of the Oregon State Highway Commission.

CONSTRUCTION SEQUENCE:

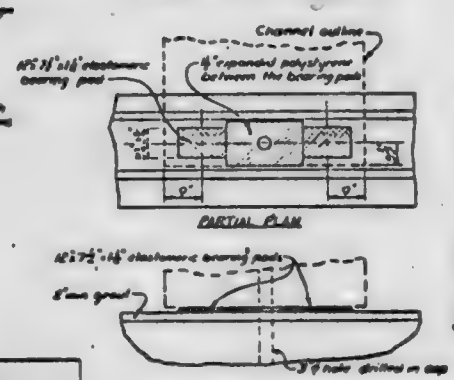
1. The abutment sections shall be bolted together with tie bars as soon as they are positioned.
2. After completion of Step 1 the holes for the dowels shall be drilled, cleaned and the dowels placed in accordance with the specified end condition.
3. Fill the shear keys with grout.


Weld steel bars only if the bearing washers and slab nut. The bearing washers must also be welded to the slab plate and torque each bar to 350 ft-lbs.

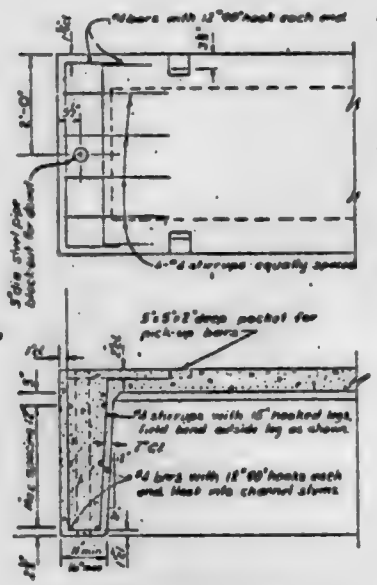
TIE BAR DETAIL

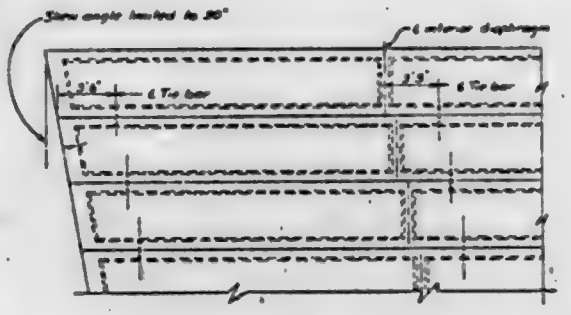

4-#4 stirrups (each 12" bars long) equally spaced See end diaphragm details
c.l. typ.
#4 bars with 12" 90° hook each end. Weld into channel stems. Similar to end
1'-6"

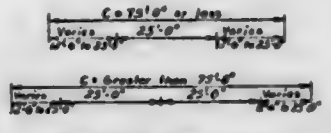
INTERMEDIATE DIAPHRAGM DETAIL



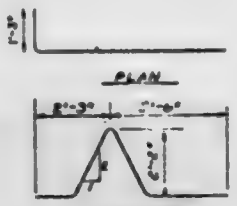
BEARING DETAILS


#4 bars with 12" 90° hook each end
2'-0"
4-#4 stirrups equally spaced
5" dia. steel pipe blocked out
5'-5½" deep pocket for pick-up bars
#4 stirrups with 6" hooked legs, bent bend outside leg as shown.
3"c.g.
#4 bars with 12" 90° hooks each end, bent into channel stems.
1'-6" x 1'-6" elastomeric bearing pad

END DIAPHRAGM DETAILS

PARTIAL PLAN



DIAPHRAGM BEAM SPACING



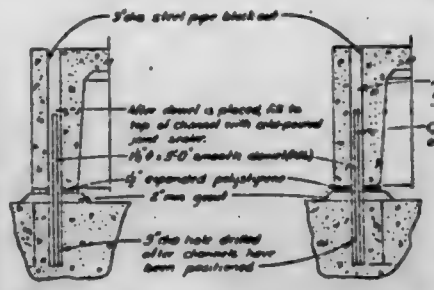
ELEVATION

4-36"ϕ prestress wire strands per unit (7 wire strands with ultimate strength of 250000 lbs.) See Partial Elevation for pick up location. Strands to be tensioned 75% and straightened.

PICK - UP DETAIL

Figure	1		2		3	
Total No. Strands						
No. Straight Strands						
Section C.G.S.	Midspan	End	Midspan	End	Midspan	End

Beam	Number of Beams Req'd	Location	Span Length (℄ to ℄ Brgs.) Along ℄ Beams	See Figure	Initial Tension Per Strand (Kips)	Concrete Strength At Transfer (psi)	Concrete Strength in 28 Days (psi)	Variable Concrete Dimensions: Total Length ℄ to ℄ of Brgs. "B"	Length of Stem "C"	Depth "D"		Strand Hold-Down Distance from End of Beam	Wt. of Beam	Stirrup Spacing: 3"	7"	9"		Estimated Deflection at Midspan (in): Upward Deflec. due to Prestress at Transfer	Downward Dead Load Defl. due to DL at Transfer	Total Upward Deflec. in 3 Months after set	Bar Shortening Tons Wks after Tens.	Pinned End	Free End
												5'-0"										Bend°	Bend°
												5'-0"										Bend°	Bend°
												5'-0"										Bend°	Bend°
												5'-0"										Bend°	Bend°
												5'-0"										Bend°	Bend°
												5'-0"										Bend°	Bend°


5" dia. steel pipe block out
After dowel is placed fill to top of channel with sand-cement joint under
1'-0" x 1'-0" neoprene sheet (4 lbs)
½" expanded polystyrene
2" min. grout
5" dia. hole drilled after channels have been positioned

FREE END DETAIL

PINNED END DETAIL

		OREGON STATE HIGHWAY DIVISION BRIDGE DEPARTMENT
		PRECAST PRESTRESSED CHANNELS

file no 24510

L L W

Southern Pacific Transportation Company

One Market Street • San Francisco, California 94105

March 22, 1971

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

SUBJECT: Powell Blvd. Undercrossing of S.E. 17th and S.P.R.R., S.E. 12th Ave. - S.E. 21st Ave. Section Mt. Hood Highway, Multnomah County

Dear Sir:

Refer to your letter March 8, sending one set of prints of our Drawings CE 36099, Sheets 1 to 5, which you reviewed and made corrections in red. We have made the corrections; however, we will need further information from you to complete the handrail and walk detail at ends of bridge.

Your reference to the use of transverse tie rods. We use transverse tie rods when the spans are not skewed. We have tried to use them with skewed spans but without success as we were unable to get the holes to line properly. We show an alternate method on Sheet 3, of dowelling the outer three boxes in each span to the piers and abutment to prevent lateral movement of the boxes. Would appreciate your comment on this detail.

We will await further information on the handrail and walk detail as well as any further corrections you may find necessary. Two sets of corrected drawings attached.

Yours truly,

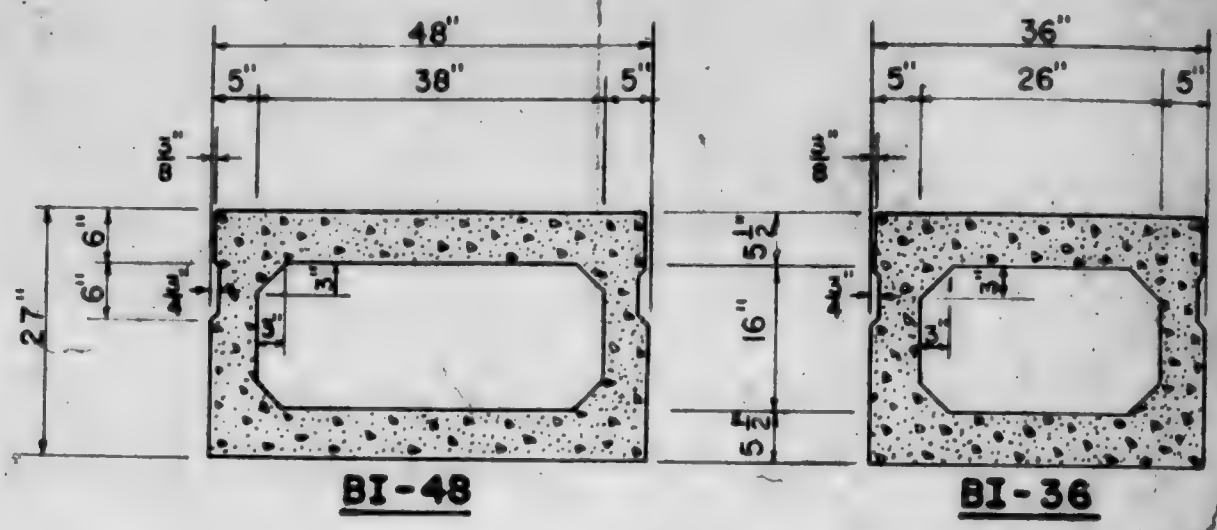
H. M. Williamson

Attach:

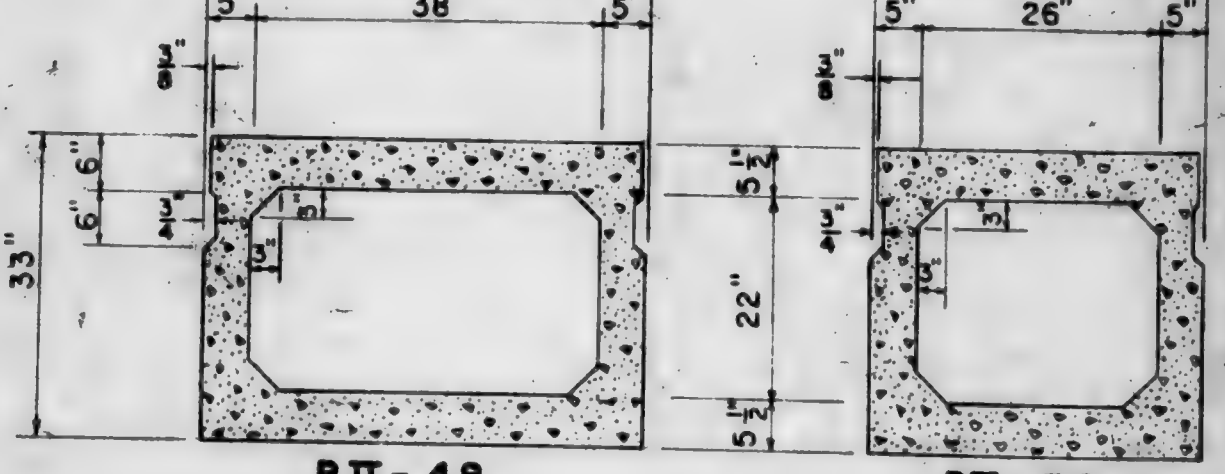
RECEIVED
MAR 24 1971
BRIDGE DIVISION

RECEIVED
MAR 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

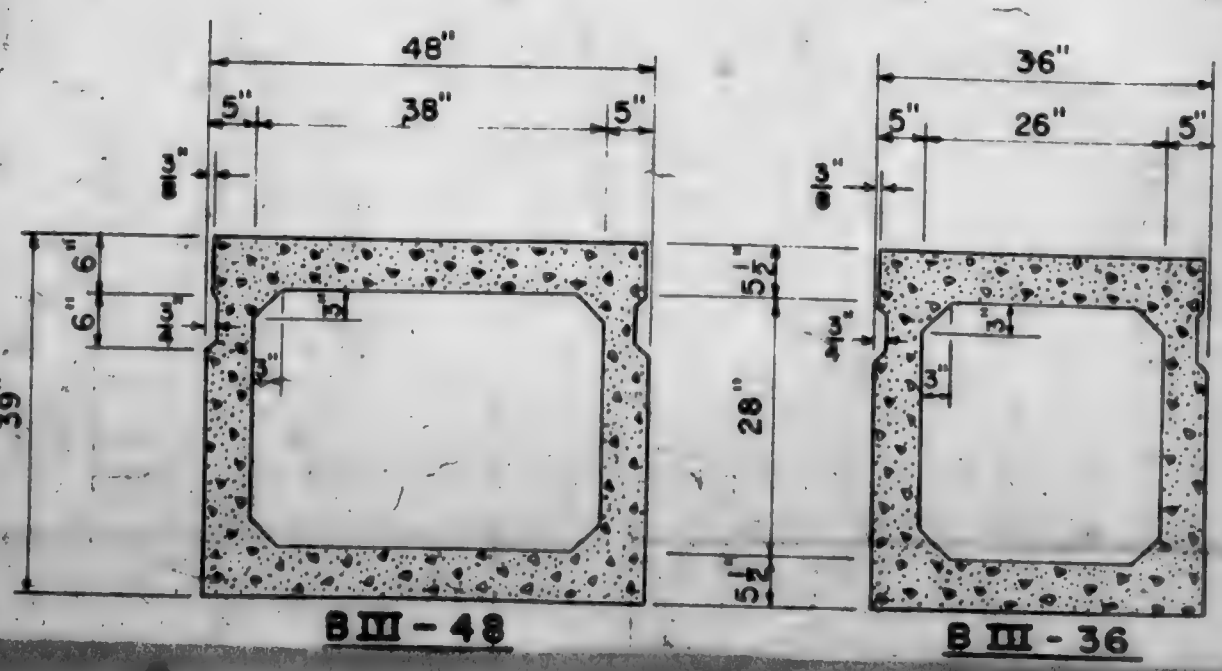
NOTED
TOM EDWARDS



BI-48 BI-36



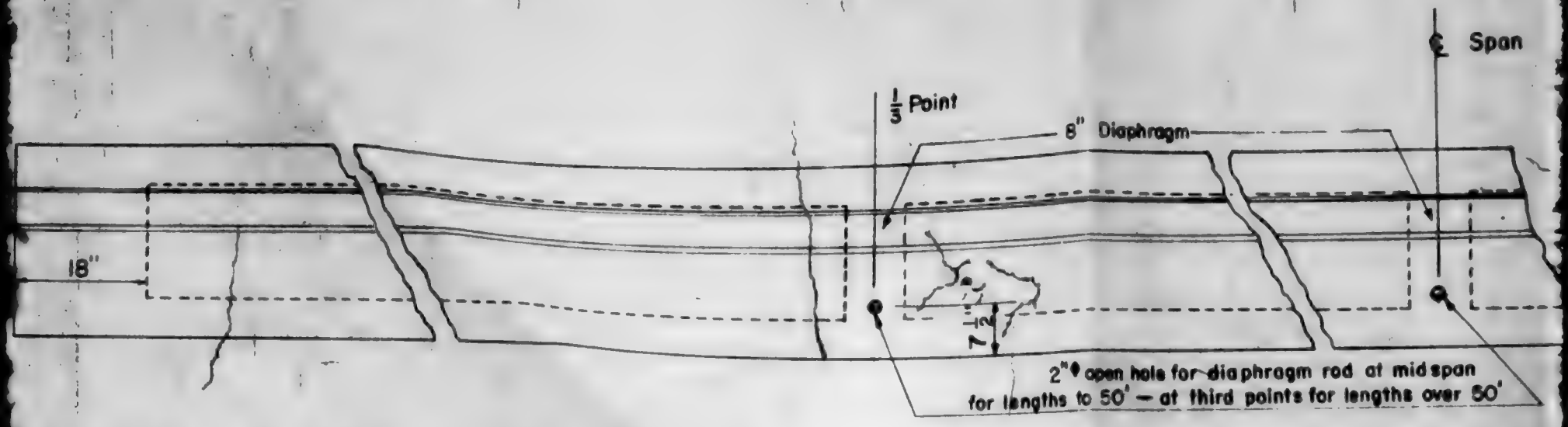
BII-48 BII-36



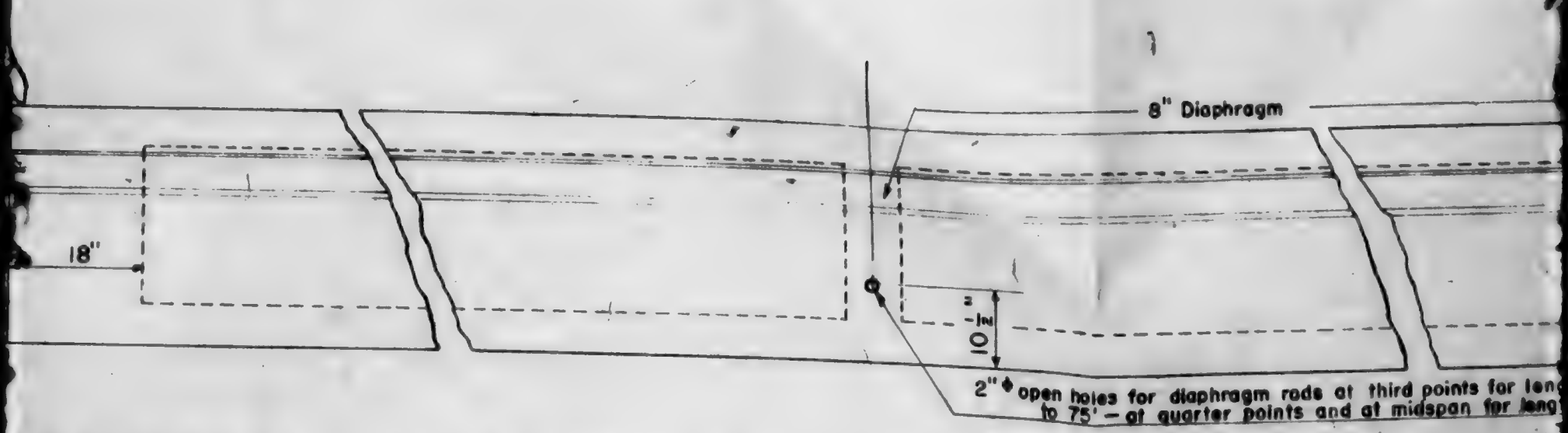
BIII-48 BIII-36

BOX BE

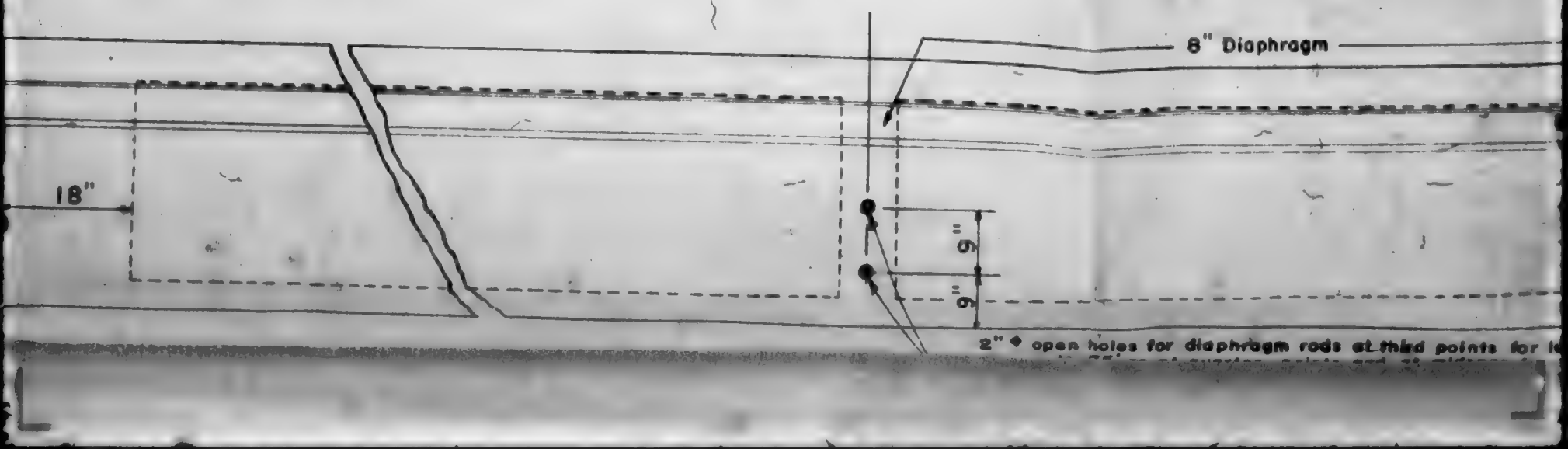
BOX B

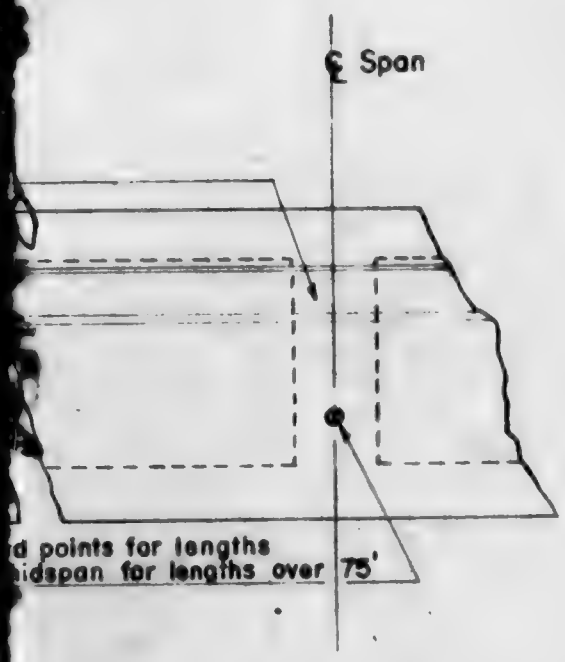

℄ Span
1/3 Point
8" Diaphragm
18"
2" ϕ open hole for diaphragm rod at mid span
for lengths to 50' — at third points for lengths over 50'

BEAM BI-36 AND BI-48

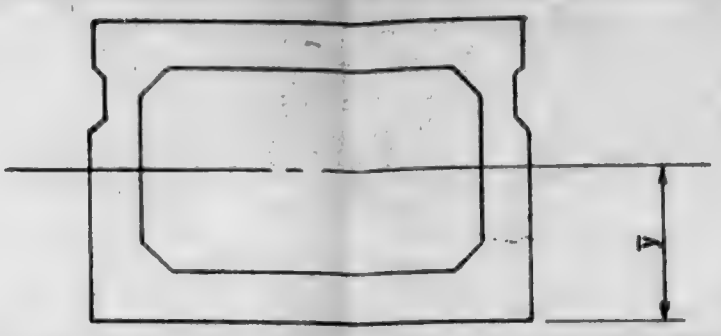


BEAM BII-36 AND BII-48

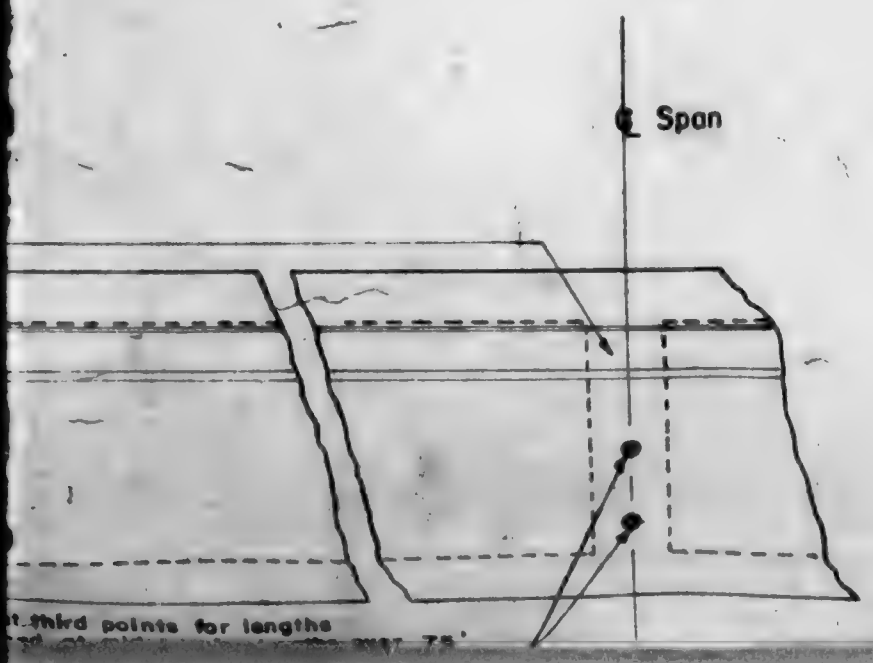


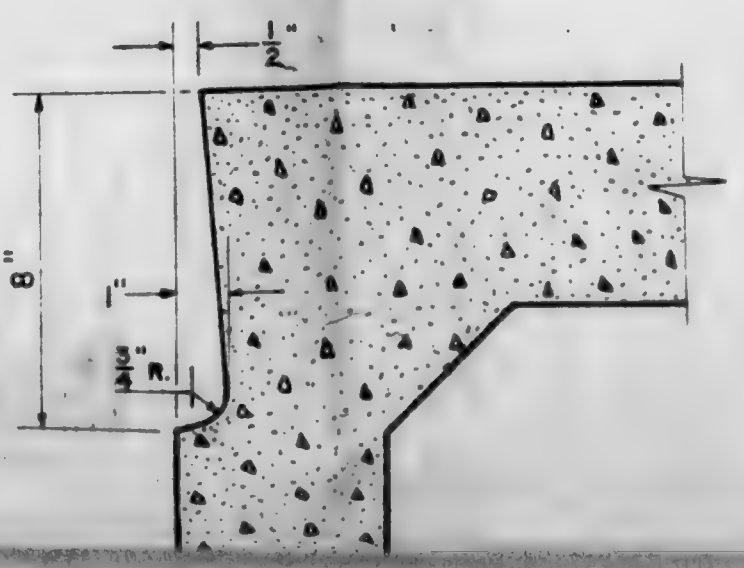


BEAM PROPERTIES



TYPE	AREA (inches)	$\bar{y}$	MOMENT OF INERTIA (inches^4)	SPAN LIMITS	
				Draped Strand	Straight Strand
BI-36	560.5	13.35	50,334	74'	62'
BI-48	692.5	13.37	65,941	73'	63'
BII-36	620.5	16.29	85,153	86'	73'
BII-48	752.5	16.33	110,499	86'	74'
BIII-36	680.5	19.25	131,145	97'	83'
BIII-48	812.5	19.29	168,367	96'	83'
BIV-36	710.5	20.73	158,644	103'	87'
BIV-48	842.5	20.78	203,088	103'	88'





GENERAL NOTES

SPECIFICATIONS: AASHO Standard Specifications for Highway Bridges, current edition; Criteria for Prestressed Concrete Bridges, U.S. Bureau of Public Roads, 1954; Tentative Recommendations for Prestressed Concrete, ACI-ASCE Joint Committee 323; and any subsequent revisions as approved by the Committee on Bridges and Structures of the AASHO.

LIVE LOAD: All highway live loads as specified by the AASHO Standard Specifications for Highway Bridges. Live loads shall be distributed in accordance with Article 1.3.2 (c) of the AASHO Standard Specifications for Highway Bridges.

PURPOSE: The purpose of the standards shown on this sheet shall be to establish a limited number of simple, practical sections leading to uniformity and simplicity of forming and production methods. These standards shall be applicable to all conditions of highway bridge loading and usage within the approximate span limits shown. The purpose is specifically not to disrupt or supplant established prestressed concrete box beam practice utilizing present plant and forms. Box beams of similar cross section but with minor dimensional variations, manufactured with presently established plant facilities, which comply with structural and geometrical requirements for any particular project may be substituted upon submission by the producer of the data necessary to show compliance with the requirements of the job and upon approval of the substitution by the Engineer. Further, the purpose is not to supersede other standard sections adopted by the AASHO and PCI, but rather to complement those standards.

SPAN LIMITS: The span limits shown for the various sections on this sheet are based upon the following design conditions: H20-S16-44 live load, 28' roadway, live load distribution as specified above, concrete weighing 150# per cubic foot with $f'c = 5000$ psi and $f'ci = 4000$ psi, an allowance of 30# per square foot for wearing surface and allowable stresses as given in the design specifications.

Span limits shown are approximate only and are not a rigid limitation of the sections. The upper span limits may be extended by reduced loading, increased concrete strength, use of lightweight concrete, or other approved means within the limits of design specifications.

CONCRETE: Recommended minimum strengths for concrete in box beams are $f'c = 5000$ psi; at transfer of stressing force $f'ci = 4000$ psi. Concrete of greater or less compressive strength, but not less than $f'c = 4000$ psi, may be used, in which case allowable working stresses and resulting utility of the box beams will be based upon the actual concrete specifications for the particular project.

PRESTRESSING REINFORCEMENT: Prestressing reinforcement shall generally be designed for particular projects or prevailing bridge practices and available manufacturing facilities.

Materials for prestressing reinforcement may be any of the materials specified in the governing specifications or subsequent developments by manufacturers which have generally been accepted in prestressed practice.

END BLOCKS: The box beams shown utilize end blocks 18" long which have proven satisfactory in many installations. The length of end blocks may be increased to accommodate local plant facilities or particular

job requirements. Sufficient mild steel reinforcement should be provided in end blocks to resist the tensile forces due to concentrated prestressing loads.

DIAPHRAGMS: Diaphragms cast within the beam are recommended at midspan for spans up to 50', at third points for spans from 50' to 75' and at quarter points for spans over 75'.

LATERAL TIES: Lateral ties shall be provided through the diaphragms in the positions indicated except that for the 39" and 42" deep sections, when adjacent units are tied in pairs, one tie at diaphragm locations centered between bottom of key and bottom of beam will be permitted.

Each tie shall be equivalent to a $1\frac{1}{4}$" mild steel bar tensioned to 30,000 pounds or an equal force applied by lateral tensioning of high strength tendons. Tension in $1\frac{1}{4}$" mild steel bars may be applied by a torque of approximately 600 foot pounds.

SHEAR KEYS: After lateral ties have been placed and tightened, shear keys shall be filled with high strength, non-shrinking mortar.

FORMS: The use of steel forms on concrete founded casting beds is recommended. Voids may be formed of any approved material and be vented during the curing period.

CHAMFERS AND CORNERS: All exposed corners shall be chamfered $\frac{3}{4}$" or rounded to $\frac{3}{4}$" radius.

FINISH: Tops shall be given a broom finish normal to ℄ of roadway.

HANDLING: In handling, the box beams must be maintained in an upright position at all times and must be picked up only by means of approved devices near the ends of the beams.

MILD STEEL REINFORCING, BEARING PADS, ANCHORAGES AND MISCELLANEOUS DETAILS:
All details not shown or specified hereon shall be designed for particular job requirements and shall be in accordance with applicable job specifications.

JOINT COMMITTEE
AMERICAN ASSOCIATION OF STATE HIGHWAY OFFICIALS
COMMITTEE ON BRIDGES & STRUCTURES
AND
PRESTRESSED CONCRETE INSTITUTE

STANDARD PRESTRESSED CONCRETE BOX BEAMS FOR HIGHWAY BRIDGE SPANS TO 103 FEET

SUBMITTED BY:

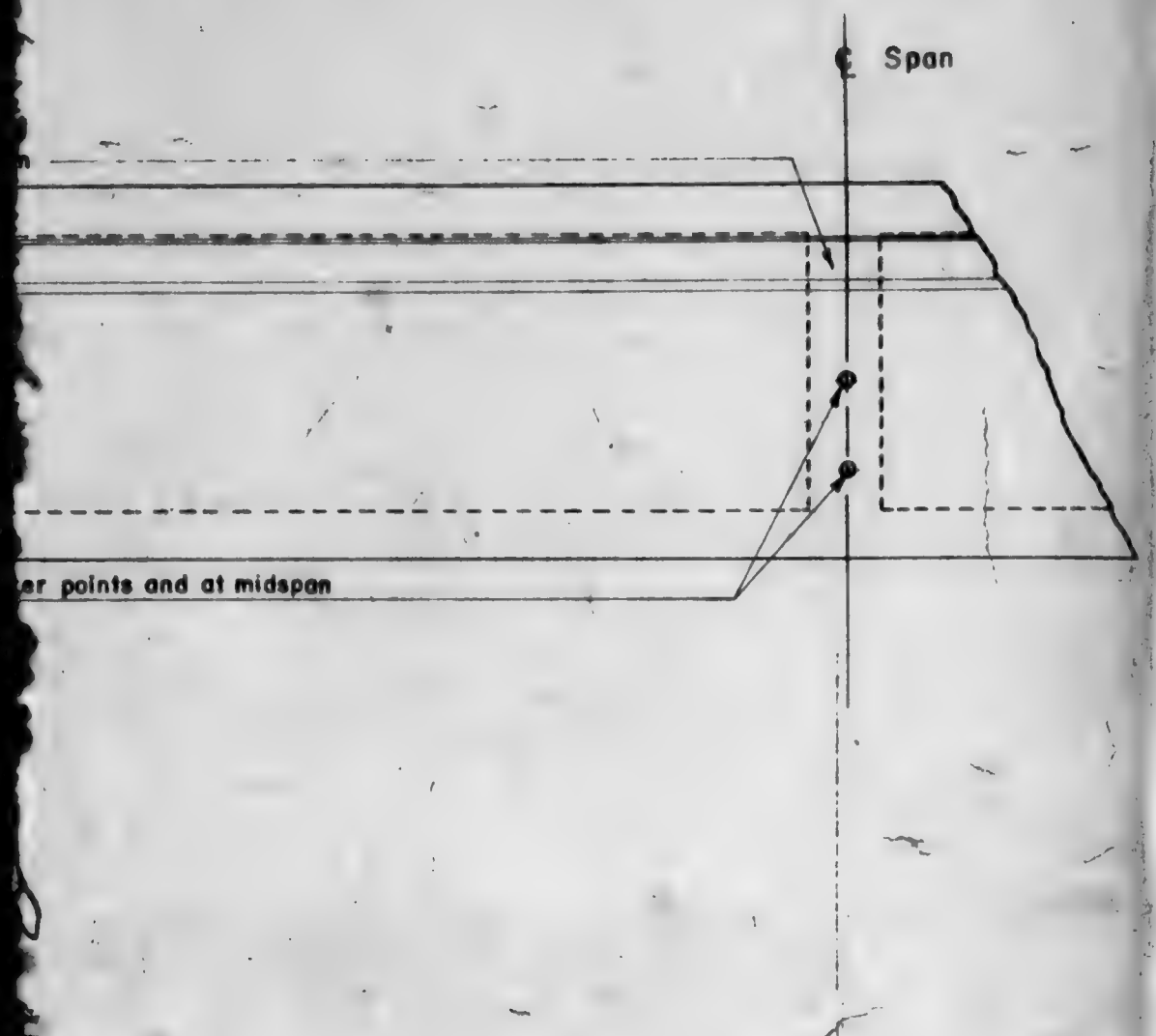
W. E. Dean — Samuel L. Scoraggio

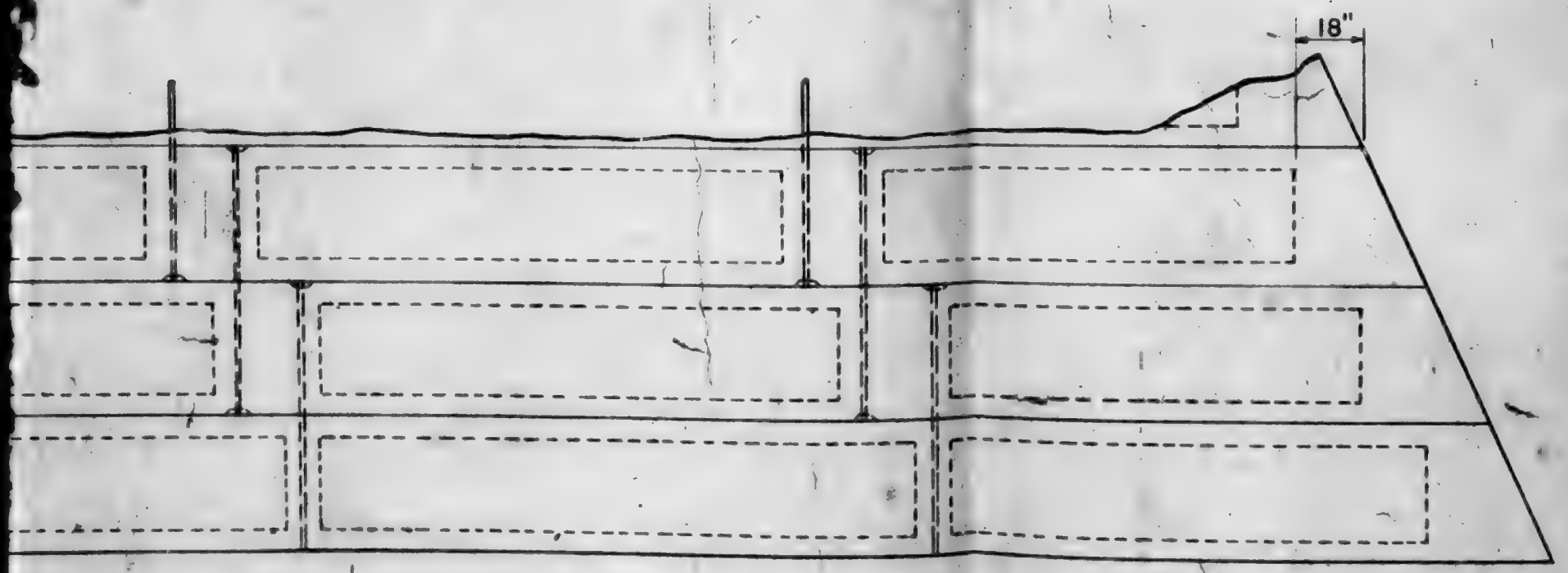
J. N. Clancy — Edward Zellmann

C. H. Jensen — R. D. McGilvray Dwg #14886

FOR AASHO — FOR PCI

ALTERNATE SHEAR KEY





PART PLAN

SKEWS IN EXCESS OF 10°

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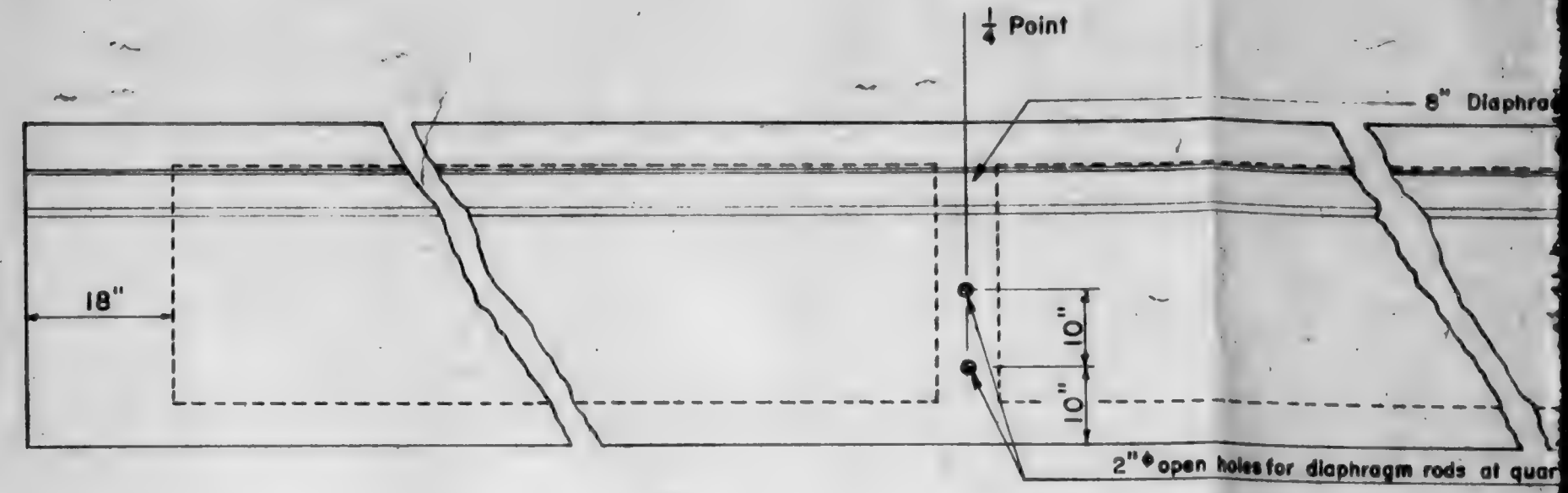

BOX BEAM BIV-36 AND BIV-48

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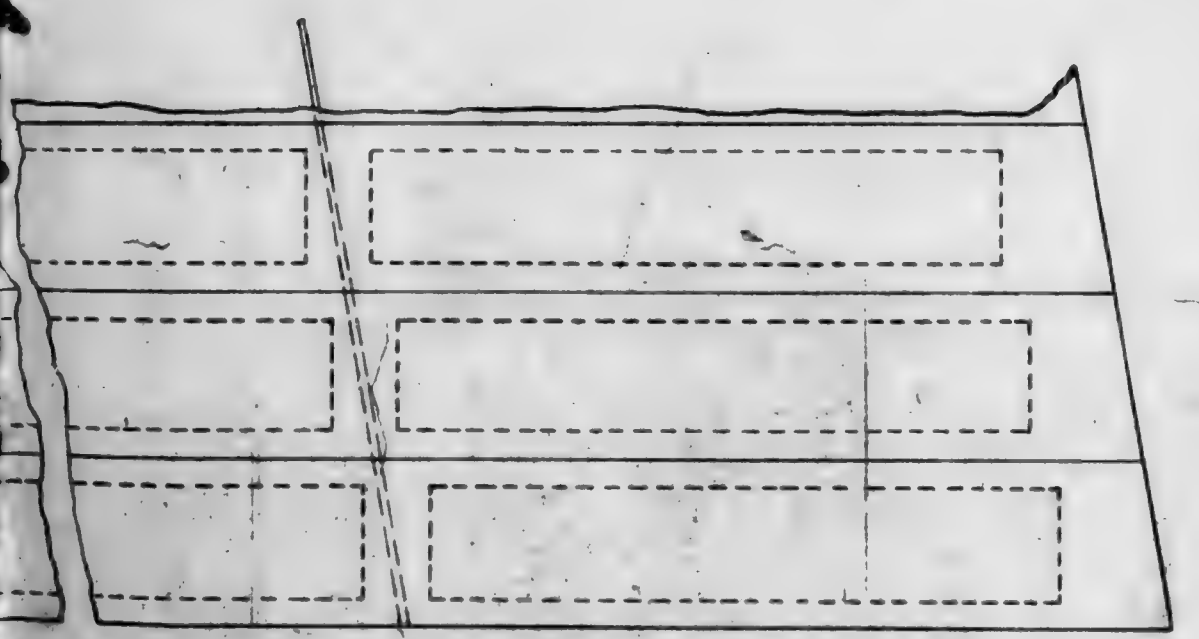

RT PLAN

ND SKEWS UP TO 10°

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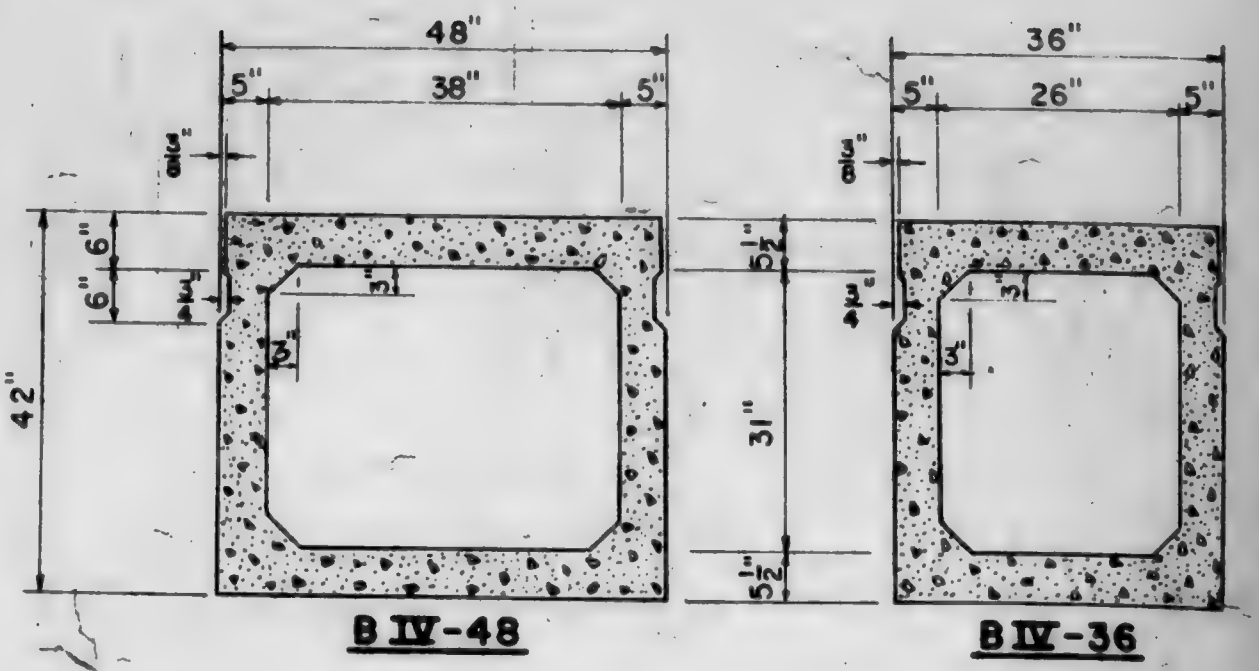
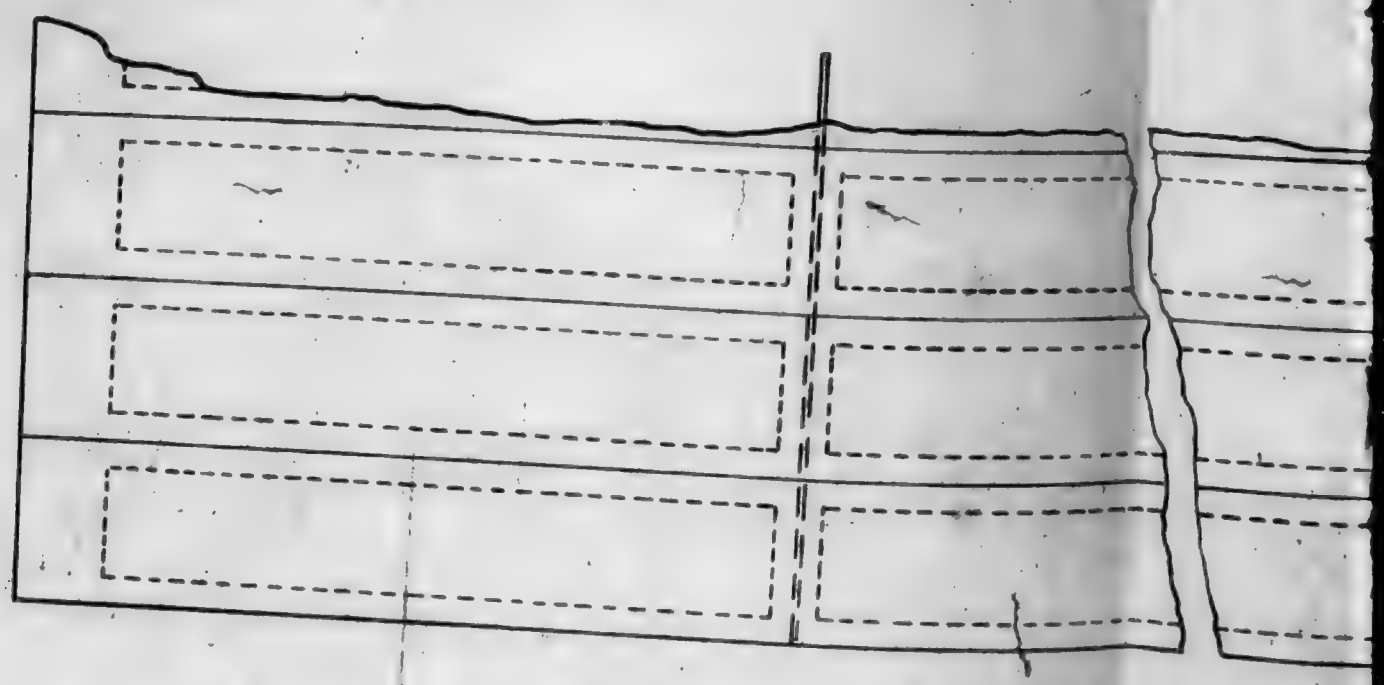


CROSS SECTIONS



PART PLAN

NORMAL SKEWS AND SKEWS U

BOX

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON
97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

April 2, 1971

Mr. R. L. Porter
State Highway Engineer
Highway Division
State Highway Building
Salem, Oregon 97310

Subject: 17th and Powell

Dear Mr. Porter:

City Engineer Jim Apperson has been discussing with you and your staff the Portland City Council's desire to increase the Federal TOPICS Funds from $300,000 to $400,000 as part of the local share in the 17th and Powell Grade Separation.

It is our understanding that the State Highway Department would have no objection to this procedure. With this increase, the local government 1/3 share in the cost of the grade separation is estimated to be:

Multnomah County	$ 400,000
City of Portland Funds	400,000
Federal TOPICS Funds	400,000
	$ 1,200,000

LLOYD E. ANDERSON
Commissioner of Public Works

LEA:JLA:j

NOTED
R. N. CHASE

CC Cox attn Arneis - 4-8-71

RECEIVED
APR 8 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
APR 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. W. ELLISON

CC Klabon 4-7-71

Discussed w/ I.E. 4/8/71 ltr to go to Comm from City Engr

The Oregonian

VOL. CXI—34,513 ★ ★ ★ Second Class Postage Paid at Portland, Oregon FRIDAY, MARCH 26, 1971 80 PAGES PRICE TEN CENTS

TEAM EFFORT REQUIRED

SP Underpass Terms Reached

The City of Portland took a major step forward Thursday toward solution of the perennial traffic problem at SE 17th Avenue where Southern Pacific Co.'s tracks cross Powell Boulevard.

Council members voted 4-0 to authorize the city to sign an agreement with the State Highway Department and SP for road construction of an underpass for Powell Boulevard automobile traffic beneath the rail tracks.

Commissioner Francis Ivan[illegible] was away from City Hall on [illegible] ief vacation.

"This kind of culminates a [illegible] e of things that have gone [illegible] for several years," said [illegible] missioner Lloyd Anderson [illegible] eference to the various ap[illegible] aches which have been used [illegible] he 17th and Powell problem [illegible] ng the past decade.

SEPARATION OF RAIL and motor traffic at SE 17th Avenue and Powell Boulevard was advanced two steps this week when the Portland City Council authorized vacation of three grade crossings and signing of an agreement for construction of an underpass for street vehicles. Photo drawing of project is by the State Highway Commission which will be the builder and share cost with city, county and the railroad.

Streets to eliminate Southern Pacific grade crossings as part of the planned $3.3 million railroad underpass project at SE 17th Ave. and Powell Blvd.

The street vacations hinge upon improvement of a truck turn-around at SE Brooklyn [illegible]

The underpass, probably still about two years from being a reality, is to be financed by Southern Pacific, the State Highway Commission and the city, with Multnomah County splitting Portland's one-third share.

[illegible] Rises

[illegible]'m very pleased," he add[illegible] citing efforts of the rail[illegible], the highway department [illegible] the city engineer's office in [illegible] ging the project to its pres[illegible] status.

[illegible]e said the price tag on the [illegible] ect now is in the $3.4 mil[illegible] range, up from the $3.3 [illegible] ion discussed last year.

[illegible]nderson explained that SP [illegible] the state each would pay [illegible] 40,000, or one-third, of the [illegible] l cost. The City of Portland [illegible] ld be responsible for the [illegible] aining one-third, of which [illegible] tnomah County has agreed [illegible] ay $400,000. Some $300,000 [illegible] xpected to be available in [illegible] ral Department of Trans[illegible] tation grants.

"This has required a team [illegible] rt," said Anderson, who [illegible] d the underpass would [illegible] ve one of the city's worst [illegible] fic problems."

[illegible] is Prepared

[illegible] ghway department engi[illegible] s are preparing plans now, [illegible] commissioner said, aiming [illegible] rd an October ground[illegible] king. The present timeta[illegible] calls for completion of the [illegible] ect in August, 1973.

[illegible]e City Council Wednesday [illegible] ed the ordinances author[illegible] vacation of grade cross[illegible] at three points on SP [illegible] ks near 17th and Powell in [illegible] ection with the underpass [illegible].

[illegible]e state and SP signed the [illegible] truction agreement nearly [illegible] ar ago, but the city has [illegible] since been involved in negotiations with surrounding property owners to establish the conditions under which the three crossings will be closed.

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
March 12, 1971

SUBJECT: Storm Drainage
17th & Powell Blvd. Under-crossing
Mt. Hood Highway

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
Salem

Transmitted is a copy of Mr. James Apperson's letter of March 8, 1971. The City Engineer will not permit an emergency storm bypass connection to the sanitary interceptor sewer as they had previously proposed. Instead, they are recommending a pump installation with the capacity to drain the railroad underpass.

In figuring the pressure head on the existing 7' 6" brick storm sewer, the City is using a river elevation of 20 feet and a 10-year storm. In an underpass such as this where flooding is intolerable we would use data for a 50-year storm and a river elevation of 33 feet.

R. L. Schroeder
Metropolitan Engineer

by

J H Versteeg

J. H. Versteeg
Assistant Metropolitan Engineer

JHV:lh
Enc
cc: Frank L. Hall
Ivan Merchant
Bill Tebeau
F. D. Morgan

NOTED
F. B. KLABOE

RECEIVED
MAR 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LLOYD E. ANDERSON
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

WM. S. LIND
CHIEF OF OPERATIONS
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON
97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

March 8, 1971

Re: Sewers General

J. H. Versteeg
Assistant Metropolitan Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Versteeg:

Pursuant to your request in your letter of January 4, 1971, for information and recommendations regarding the pressure head in the City sewer at S.E. 17th Ave. and Powell Blvd, our Bureau of Sanitary Engineering has found the following:

The internal pressure head in the existing 7'-6" brick storm sewer, with a river elevation of 20.0 and a 10-year storm, will be 28.5 feet. Therefore, it is our recommendation that a swing check valve and a manual gate valve be installed on the proposed 15" storm drain, between the connection to the 7'-6" sewer and the lowest manhole. We also recommend that a pump be installed with a capacity to drain the storm water collected in the proposed storm system and capable of pumping against the 28.5 ft. pressure head.

We had previously discussed the possibility of constructing an emergency bypass to our sanitary interceptor, during high river conditions. With a more thorough investigation, we have determined that with the present pump cycling of the Sullivan Sewage Pumping Station and high river conditions, there would be the possibility of flooding the depressed railroad undercrossing if a connection were made at this location. Therefore, a connection to be used as an emergency bypass to the sanitary interceptor cannot be permitted.

If you have further questions regarding this matter, please contact Mr. R. G. Sunnarborg at 228-6141, Ext. 401.

Very truly yours,

James L Apperson

JAMES L. APPERSON, P.E.
City Engineer

RGS:bc

METROPOLITAN ENGINEER
RECEIVED
MAR 10 1971
ME AME AME MOE MDE MTE

RECEIVED
MAR 16 1971

Form FHWA-1210 (2-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

7741

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: March 16, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(-)
Powell Blvd Undercrossing of 17th and SPRR

Based on the information contained in your March 12 letter the preliminary submission for the subject project is approved.

NOTED
A. E. JOHNSON

3-19-71
REFERRED TO
Johnson - Hall - Bernhard - Gunn
Schroder
BY ASST. STATE HWY. ENGR

NOTED
TOM EDWARDS

RECEIVED
MAR 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

copy: Porter

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
MAR 16 1971
FOR FILING

March 12, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: 17th and Powell, 12th Avenue-21st Avenue Section, Mt. Hood Highway, Multnomah County

In December of 1970, you requested that we look into reducing sidewalk widths on this project in order to gain more roadway width. We requested this of the City of Portland; they stand firm on the width as shown on the plans. We feel their wishes should be honored.

On February 2 you again wrote approving this project with several exceptions. You requested impact attenuators in place of GM concrete median rail to gain roadway width. The roadway width is determined by the bridge columns which have a GM base on them. The impact attenuators would not gain any width for the traffic lanes.

Many structures have been built with no protection from objects being dropped onto traffic below. We can see even less need on this structure since it is basically for railroad traffic not pedestrian.

We will revise our plan to hold the six-foot chain link fence away from 20th Avenue for sight distance.

Our standard practice is to landscape slopes and to provide as attractive an abutment and retaining wall as possible.

I trust these statements will clarify matters so that full approval of our proposal can be obtained.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. L. Hall
H. S. Cox
Ivan Merchant
R. L. Schroeder
DNS:jp srb

RECEIVED
MAR 26 1971

7741

March 8, 1971

Mr. H. M. Williamson
Chief Engineer - Systems
Southern Pacific Transportation Co.
1 Market Street
San Francisco, California

Dear Mr. Williamson:

Powell Blvd. Undercrossing of S.E. 17th and SPRR
S. E. 12th Avenue - S. E. 21st Avenue Section
Mt. Hood Highway
Multnomah County Bridges Nos. 9917 and 9938

Enclosed is one set of prints of your CE Drawing 36099, sheets 1 to 5. We have reviewed these drawings with our comments in red. On sheet 1 the wingwalls and rail extension are crossed out. We plan on continuing the wall with the rail on top as indicated in red.

The girder lengths shown on sheet 2 are correct for the center-to-center of bearings if the girder numbers are changed as indicated on sheet 1. The beams should be fabricated 3 3/4" longer than the center-to-center of bearing length to allow for 3 3/4" setback of the bearing pad, a 1" joint at center pier, and 1/2" beam shortening due to prestressing. We note that you do not tie the prestressed box beams together with a transverse tie rod. Our practice is to tie the beams together before grouting the shear key.

We have not checked the handrail post spacing. The spacing will depend on the detail necessary to continue the rail on the walls.

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

JMT:ag:dh
Enclosure

cc Walter J. Hart

OREGON STATE HIGHWAY DIVISION

7711

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 12, 1971

Mr. James L. Apperson
City Engineer
1220 S. W. 5th Avenue
Portland, Oregon 97204

File 44329-5
S. E. 12th - S. E. 21st
Mt. Hood Highway
Multnomah County

Dear Mr. Apperson:

Mr. Carl Short contacted Deputy State Highway Engineer Edwards this date concerning the option taken by the City of Portland from Philip V. and Angela Sunseri at 1437 S. E. Powell Boulevard. This property is required as a part of an exchange of properties on the 17th Avenue project.

Mr. Edwards asked me to examine the appraisals and appraisal review in view of the option taken by Mr. Short. I find that the review figure for negotiation was $54,000, whereas the settlement reached by Mr. Short was for $60,000. In view of the wide spread of appraisals on this file, namely, Mr. Stepp for the City at $40,000 and Mr. Barendrick who appraised for the property owner at $65,000, the appraisal reviewer had considerable difficulty in attempting to arrive at an estimate of the fair market value.

The reviewer was of the opinion that $54,000 was probably the indicated value for the property. The settlement at $60,000 would be an increase of $6,000 over the review but would still be $5,000 under the highest appraisal on the property. In my opinion, the settlement for $60,000 is well within the range of market value and should be fully participated in as a part of the project costs to be shared by the three parties of the agreement.

This letter will confirm my conversation with Mr. Short this morning advising him that the Highway Division approves of the settlement reached by him.

Very truly yours,

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

DHM:JP
cc Tom Edwards
Louis C. Grothaus

NOTED
TOM EDWARDS

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

7241

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: February 2, 1971

In reply refer to: 08-35.6

SUBJECT: Oregon Project T-5025(-)
Powell Blvd. Undercrossing of 17th and SPRR

Your plans on the above project have been reviewed and found generally acceptable with the exception of the following items:

1. In order to provide more roadway we recommend that you eliminate the GM rail section up to the structures in the median area and place impact attenuators at the two pier ends.

2. Some concern has been expressed about dropping objects onto the Powell Boulevard traffic from the structures above. Perhaps some thought should be given to this potential problem.

3. The trench section on the right side of Powell Boulevard in the easterly direction shows a 6-foot chain link fence extended up to 20th Street. Elimination of part of the fence should be undertaken to improve sight distance on 20th Street.

4. We recommend that some esthetic treatment be incorporated into the project. As a minimum this should include uniform concrete finishing and detailing of both the highway and railroad structures, wall treatment - such as the Stadium Freeway insets - and slope treatment.

Subject to the above items the preliminary submission for this TOPICS project is approved.

2-5-71
Al Johnson
REFERRED TO
Merchant 2-8-71

RECEIVED
OFFICE OF
STATE HIGHWAY ENGINEER

Kleber

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JAN 6 1971
DEPARTMENT OF PUBLIC WORKS

LLOYD E. ANDERSON
COMMISSIONER

WM. S. LIND
CHIEF OF OPERATIONS

JAMES L. APPERSON
CITY ENGINEER

FOR FILING

7741

CITY OF PORTLAND
OREGON
97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

January 5, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe

Dear Mr. Klaboe:

Thank you for your letter of December 24, 1970 with the information regarding 12th Street-22nd Avenue Section Mt. Hood Highway, Multnomah County. I am referring a copy of your letter to Mr. James L. Apperson, City Engineer, for his action.

Very truly yours,

Lloyd E. Anderson
Commissioner of Public Works

LEA:jt

cc: James L. Apperson

NOTED
F. B. KLABOE

copy
Hall
1-6-71

RECEIVED
JAN 6 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 28 1970
FOR FILING

12th - Powell

December 24, 1970

The Honorable Lloyd Anderson
Commissioner of Public Works
City of Portland
City Hall
Portland, Oregon 97204

Dear Commissioner Anderson:

Re: 12th Street-22nd Avenue Section
Mt. Hood Highway, Multnomah County

The Federal Highway Administration has requested that we study the possibility of decreasing the sidewalk width on our proposed railroad undercrossing at 17th Street in order that we may provide wider shoulders on the roadway. This will not require any revision to the basic overall design nor to the cost involved. Our present plans include nominal eight-foot walks with a minimum of approximately seven feet at the narrowest point. To this end, we would like word from you as to what would be a minimum acceptable walk width through the underpass.

Your immediate attention to this matter will be appreciated so we can finalize our design.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
Victor D. Wolfe
F. L. Hall
Ivan Merchant
R. L. Schroeder

DNS:jp srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. F. B. Klaboe

DATE: December 9, 1970

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T 5025(-)
Powell Blvd. Undercrossing of 17th SPRR

Your decision to eliminate the 3-foot safety walks as explained in your November 9 letter signed by Mr. Wolfe will provide much needed usable shoulder width in this critical undercrossing. This marginal safety clearance can be increased further by reducing the sidewalk width to some lesser value like 5 feet if local authorities will approve. This would provide a desirable 9-foot shoulder. We suggest that you explore this possibility because pedestrian traffic in this area appears to be minimal.

1 H
2

RECEIVED
DEC 14 1970
DESIGN SECTION

Scott
Swenson
R. Olson
Trout
Do Not File ☒ Until Discussed 12-14-70
Keep ☐
Return To
Other

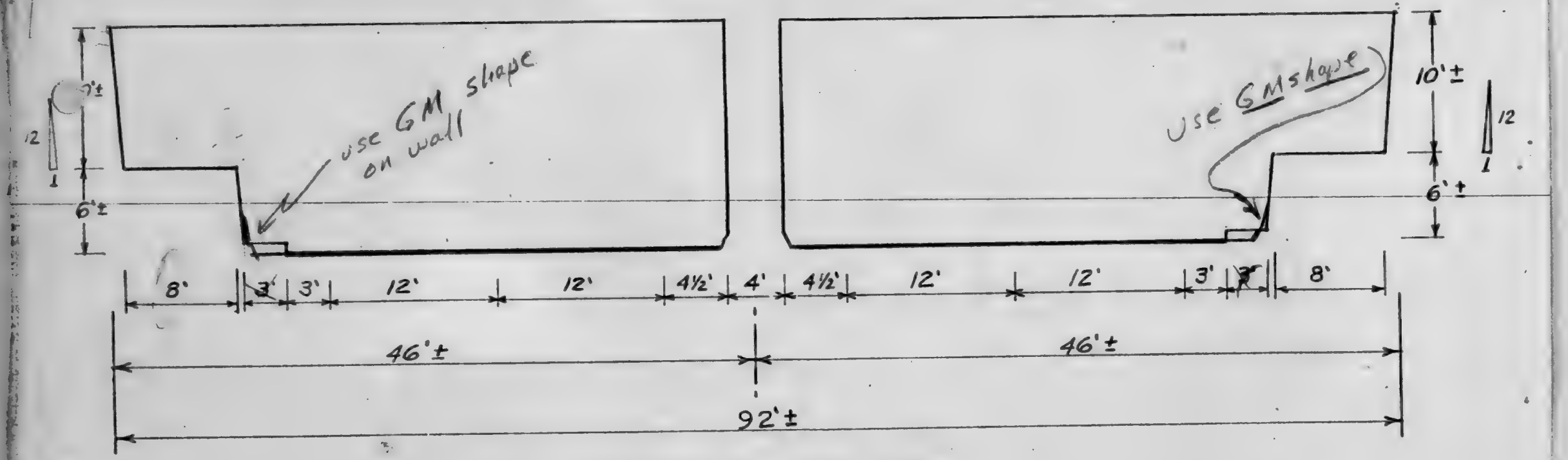
REFERRED TO Hall
Downing

NOTED TOM EDWARDS 5/16/72

NOTED F. B. KLABOE

RECEIVED
DEC 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN



TYPICAL SECTION

RECEIVED
DEC 31 1970
FOR FILING
7741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

December 30, 1970

To: Mr. Frank C. McKinney
Assistant Attorney General

BUILDING

SUBJECT: TOPICS Agreement
City of Portland
S.E. 12th Avenue-S.E. 21st Avenue Sect.
Mt. Hood Hwy. (S.E. Powell Blvd.)

135

NOTED
F. B. KLABOE

Attached is a rough draft of an agreement with the City of Portland that will cover the inclusion of Federal Aid TOPICS funds into the financing of the proposed S.E. 12th Avenue-S.E. 21st Avenue Section project on the Mt. Hood Highway in the City of Portland.

A pending three-party agreement provides that the cost of this project will be shared equally by the State, City of Portland, and Southern Pacific Transportation Company. The attached agreement would allow the City of Portland to offset a portion of its share of the cost with TOPICS funds.

This project is estimated to cost $3,500,000±. The Highway Commission on July 7, 1970 approved the City of Portland's request of including $300,000 of Federal TOPICS funds into the financing of the City share of the project. Normal State matching funds will be from the State's one-third share of the project. The City of Portland has indicated that they may wish to go back to the Highway Commission and increase the $300,000 figure upwards to near $700,000. If so, this revised figure will be used in the final agreement.

Please review this rough draft agreement and return to this office with any corrections or comments.

H. S. Cox
County and City Engineer

NOTED
F. B. KLABOE

By Richard Unrein
Richard Unrein
Urban Engineer

RU:ljt
Att.

cc: F. B. Klaboe

RECEIVED
DEC 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 9 - 1970
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DIVISION
METROPOLITAN SECTION
5821 N. E. Glisan | Portland, Oregon 97213 | Phone 229-6971

December 8, 1970

7741

James Apperson, P. E.
City Engineer
1220 S. W. 5th
Portland, Oregon

Re: Excess Earthwork
17th & Powell

Dear Mr. Apperson:

The 17th and Powell project is planned for the near future. There will be approximately 60,000 cubic yards of excess material on this project.

Does the City have any suggestions of how this material might be used to your advantage? If any of your departments have any ideas, please let us know.

On the recent Journal Building demolition project there was an alternate bid in the contract. The City Parks Department accepted this alternate and the material was placed at Power Marine Park.

We would appreciate any ideas you may have on this subject.

Very truly yours,

Robert L. Schroeder
Metropolitan Engineer

By:

ORIGINAL SIGNED BY
J. H. VERSTEEG

J. H. Versteeg
Assistant Metropolitan Engineer

NOTED
F. B. KLABOE

JHV:pb
cc: Frank Hall
F. B. Klaboe
F. D. Morgan
Robert Nordlander,
Multnomah County

RECEIVED
DEC 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 7 - 1970

OREGON STATE HIGHWAY DIVISION

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 378-6514

December 4, 1970

Mr. James L. Apperson
City Engineer
City Hall
Portland, Oregon 97204

Dear Mr. Apperson:

A satisfactory Phase II Relocation Report has been compiled for the pending TOPICS project on Powell Boulevard at 17th Avenue. This report now fulfills the Federal Highway Administration's rules and regulations pertaining to authorization to proceed with right-of-way acquisition in accordance with federal requirements.

We wish to reiterate that this authorization does not subject the acquisition of right-of-way to federal-aid reimbursement as none of the items pertaining to this pending project have been programed with the Federal Highway Administration.

We wish to further emphasize the fact that the triparty agreement currently in the hands of the City of Portland must be executed prior to the negotiation of a supplemental agreement pertaining to the TOPICS funding of a portion of the City of Portland's one-third share of the cost of the entire project.

Very truly yours,

R. L. Porter
Assistant State Highway Engineer

By

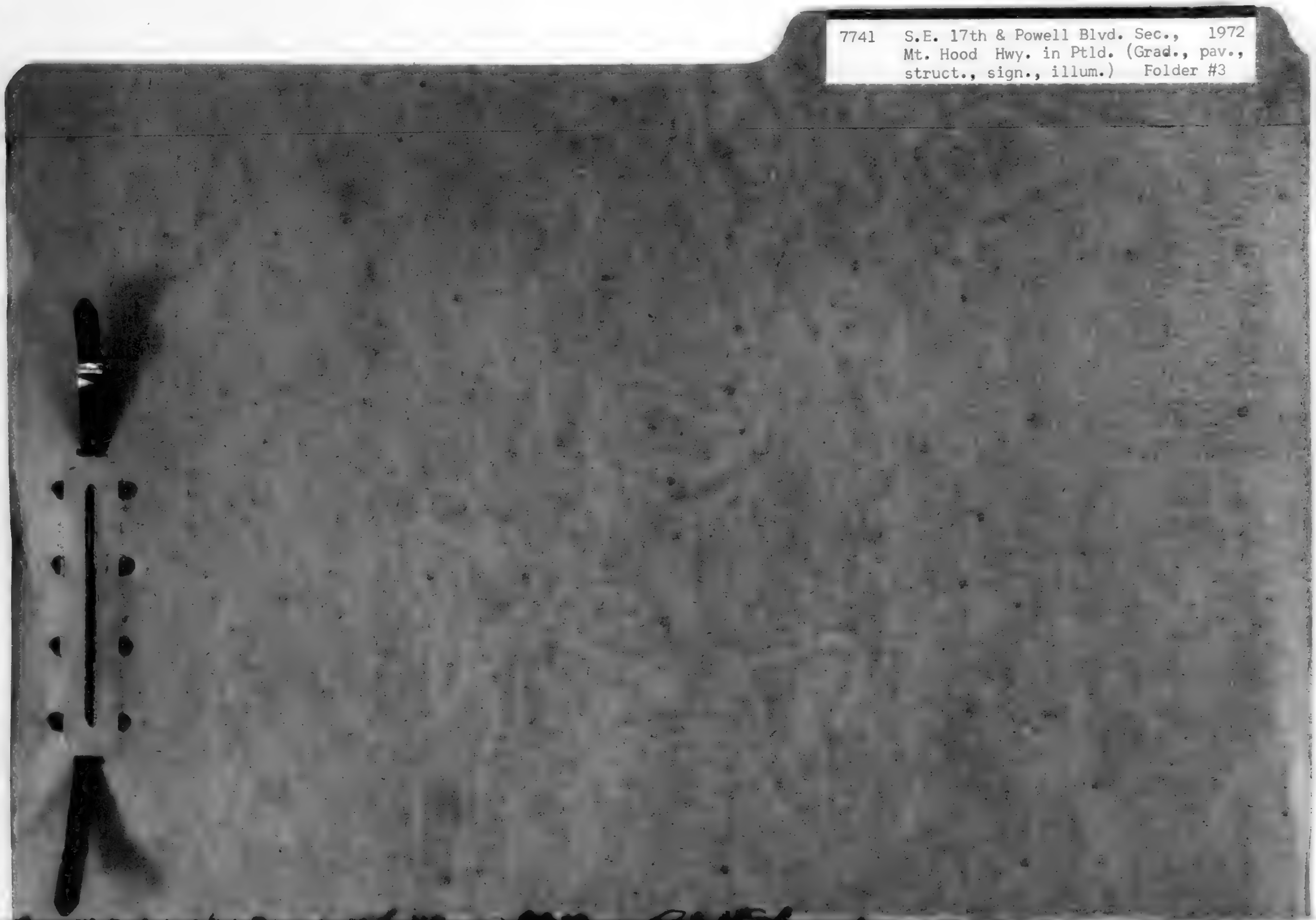
H. S. Cox
County and City Engineer

RU:mm

cc: R. L. Schroeder, Metro Engineer
bc: R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
F. L. Hall
D. H. Moehring
L. H. Young

RECEIVED
DEC 4 1970
OFFICE OF
STATE HIGHWAY ENGINEER

7741 S.E. 17th & Powell Blvd. Sec., 1972
Mt. Hood Hwy. in Ptld. (Grad., pav.,
struct., sign., illum.) Folder #3



RR-691 10-6-70
CAA-4359

RECEIVED
DEC 2 - 1970

bc: R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
Frank Hall
D. H. Moehring
L. H. Young

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 •

November 30, 1970

Mr. James L. Apperson
City Engineer
City Hall
Portland, Oregon 97204

Dear Mr. Apperson:

Enclosed is a resolution to be adopted by the Portland City Council relative to compliance with Section 35 of the 1968 Federal-Aid Highway Act. By adopting this resolution and making it a part of the City's records, it will provide the right-of-way assurances for all future TOPICS projects.

We have previously requested adoption of this resolution and return of a copy to us, by our letters of December 8, 1969, and May 19, 1970. Also, at a meeting in Salem on October 1, 1970, Mr. Ray Cruden and Mr. Carl Short were again requested to provide a resolution covering these assurances.

This resolution should be adopted and made a part of the City's records before acquiring any right-of-way for the pending TOPICS project on Powell Boulevard at 17th Avenue. Based on the foregoing, we must inform you, in reference to our letter of November 13, 1970, regarding authorization to proceed with right-of-way acquisition, the acquisition must be held in abeyance pending the Phase II relocation report.

Very truly yours,

R. L. PORTER

R. L. Porter
State Highway Engineer

By H. S. Cox

H. S. Cox
County and City Engineer

RECEIVED
NOV 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RU:mm
Encl.

cc: R. L. Schroeder, Metro Engineer

RECEIVED
DEC 4 1970
FOR

7711

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
November 27, 1970

To: Mr. Ivan Merchant
Bridge Engineer
Salem

SUBJECT: City Sewers & Wall Conflicts
17th & Powell
Mt. Hood Highway

Transmitted is a copy of a drawing showing the relationship between two existing City of Portland sewers and the proposed wall design for this project. The conflicts between the existing sewers and the wall and highway construction have not been resolved.

There are several possibilities for failure in these two existing sewers that need to be resolved.

(1) Wall footing, loading, or pressure of any kind cannot be supported by either sewer.

(2) Construction equipment could readily damage either sewer by overloading or do actual physical damage.

(3) Traffic vibrations could easily cause a collapse of the brick sewer.

(4) There is a possibility of pressure head in either sewer during a heavy storm. This could cause a rupture of the sewer which would fill the underpass and close it to traffic.

Any recommendations you may have concerning these or other related problems would be appreciated. We have requested additional information from the City of Portland Sewer Design Section. The Metropolitan Design office is working on a relocation plan, mainly to get a cost estimate to use as a basis for judging other alternates.

Mr. Klaboe referred an assignment to this office last March to resolve the conflicts between the proposed shoring for the wall and the sewer. We are unable to proceed on this assignment until the other questions are resolved.

R. L. Schroeder
Metropolitan Engineer
by
ORIGINAL SIGNED BY
J. H. VERSTEEG
J. H. Versteeg
Assistant Metropolitan Engineer

NOTE F. P. HALL

Replied to Hall w/print 12-4-70

JHV:lh
cc: Fred Klaboe
A. E. Johnson
Frank Hall
F. D. Morgan
K. D. Limbocker
James McClure

RECEIVED
NOV 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Oakes
17th & Powell
Portland

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

P.O. Box 13160, Portland, Oregon
November 18, 1970

To: Mr. Louis C. Grothaus
District R/W Supervisor

O F F I C E

SUBJECT: 44329 - 20, 21, 22
S.E. 12th Ave. - S.E. 21st Ave.
Mt. Hood Highway
Multnomah County

RECEIVED
NOV 23 1970
RIGHT OF WAY

I met with the Hosfords yesterday in regard to Phase II Liaison for this project. The City has already contacted them and apparently reached an agreement as to property valuation. They had also discussed relocation, but some of their ideas were either given incorrectly or interpreted wrongly.

I told them they would be eligible for a residential move and a business move. I said that the current policy provides that all moving costs be paid. They mentioned a $5,000. payment for business dislocation. I pointed out that this was the maximum for a displaced business, but that a number of conditions must be met first.

I suggested they be in contact with our Relocation Agent before making any move so we could arrange for everything to which they were entitled.

GARY M. KNOWLTON
Liaison Agent

GMK:AR

NOTED
JOHN R. OAKES

11-23-70
Send copy to Harwell.

RECEIVED
COUNTY & CITY SECTION
NOV 24 1970
ENGR. COOR. CE AE UE
UPE CE RE RPE

RECEIVED
NOV 19 1970

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310

378-6511
xxxxxxxx

November 17, 1970

Pacific Northwest Bell Telephone Company
410 N.E. Clackamas Street
Portland, Oregon 97232

ATTENTION: Mr. M. G. Johnson
District Engineering Manager

Re: Telephone Conduit Relocation
S.E. 12th Avenue-S.E. 21st Avenue
Section
Mt. Hood Highway
Multnomah County

Dear Sir:

Reference is made to your letter of July 20, 1970, which transmitted a tentative plan for the relocation of your facilities conflicting with construction requirements of the subject project and also to the meeting on November 10, 1970 with Jack M. Cartwright, Utility Office Engineer and Jack Hesla, Regional Utility Engineer, State Highway Division.

The plan as submitted by your letter of July 20, 1970 and modified by Print No. 4 for your Project No. 65454, Estimate No. 28871, as reviewed at the meeting on November 10, 1970, generally meets with the approval of the State.

This confirms delivery to you, on November 10, 1970, three alternate methods for the crossing of your relocated cable beneath the proposed depressed section of the Mt. Hood Highway at S.E. 15th Avenue. Mr. Hesla reports that you have determined Alternate B, with an allowance of one (1) foot between the top of your casing and the bottom of the footing for the retaining walls, the most acceptable.

Please submit ten (10) copies of your final plan to Mr. Hesla for review, approval and use in preparing appropriate permits for the buried cable installation.

Very truly yours,

R D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY T. W. LITCHFIELD

T. W. Litchfield
Railroad & Utility Engineer

RECEIVED
NOV 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JMC:dl

cc: A. E. Johnson
R. C. Schroeder
Jack Hesla

ENGR. COOR. CE RE UE
OPE CE RE RPE

bc: R. L. Porter
Tom Edwards
F. B. Klaboe
F. L. Hall
D. H. Moehring
L. H. Young

November 13, 1970

Mr. James L. Apperson
City Engineer
City Hall
Portland, Oregon 97204

Dear Mr. Apperson:

On November 4, 1970, the Oregon Division Engineer of the Federal Highway Administration granted location-design approval for the pending TOPICS project on Powell Blvd. at 17th Avenue upon the following conditions:

1. That a more detailed Phase II relocation report be compiled before the acquisition of right of way can be authorized.

2. That the design approval covers only the general over-all aspects of the design and does not involve precise dimensions which will be considered at the PS&E review.

Our right of way personnel are presently working on revising the Phase II relocation report and we are hopeful that authorization to proceed with right of way acquisition will be granted within the next week. You will be notified when this authorization is received. — follow up letter

The above information was furnished to Mr. Oberding and Mr. Short over the telephone this date.

Very truly yours,

R. L. Porter
State Highway Engineer

By D. N. Harrell
for H. S. Cox
County and City Engineer

RU:ljt

cc: R. L. Schroeder

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

OREGONIAN, Portland 97204
OREGON JOURNAL, Portland 97204
DAILY JOURNAL OF COMMERCE, Portland 97204

November 12, 1970

Attention: Classified Ads Department

Gentlemen:

Attached is the Oregon State Highway Commission's notice to interested parties in or near the city of Portland, Multnomah County, Oregon, relative to the combined State and City corridor-design and street closure hearings of the S.E. 17th Avenue-Powell Blvd. Intersection on the Mt. Hood Highway (US 26). The proposed routing is approximately as shown on the map previously sent.

Please run this notice as a paid advertisement in your classified section under the heading "Legal Notices" on Saturday, November 14, 1970, or the nearest publication date thereto. Please submit your billing in triplicate to this office in the State Highway Building, Salem, Oregon, and attach one copy of an affidavit of publication.

It will be satisfactory to print the notice in one column. If any questions arise, I will be glad to advise you if you will telephone me at 378-6526, Salem; or you may call Mr. R. L. Schroeder, Metropolitan Engineer in Portland, phone 229-6971.

RECEIVED
COUNTY & CITY SECTION
NOV 13 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Very truly yours,

Floyd Query

Floyd Query, Secretary
Oregon State Highway Commission

DNH:ljt
Att: Notice

cc: Federal Highway Administration
Program and Planning, 2
Accounting (26-1461-980)
County and City
Public Information
R. L. Schroeder
Portland City Council
R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
F. L. Hall
D. H. Moehring
R. N. Chase

NOTICE OF

HIGHWAY LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division has received the Federal Highway Administration's approval, dated November 4, 1970, of the combined route location and highway design for the S.E. 17th Avenue-Powell Blvd. Intersection on the Mt. Hood Highway (US 26), lying entirely within the city of Portland, Multnomah County, Oregon.

The proposal consists of reconstruction and widening of S.E. Powell Blvd. to a four-lane curbed facility, providing four 12-foot travel lanes, 3-foot shy distance to curbs, and a variable median, with limited controlled access to intersecting public streets and abutting properties. Included in the proposal is a railroad structure providing separation of railroad and vehicular traffic.

Maps and related data pertinent to the proposal are on file and available for review and copying, if desired, in the Highway Commission files, State Highway Building, Salem.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

DNH:ljt
OREGONIAN, Portland
OREGON JOURNAL, Portland
DAILY JOURNAL OF COMMERCE, Portland

PROPOSED TOPICS PROJECT

OREGON STATE HIGHWAY DIVISION

S.E. 17th AVE. & POWELL BLVD. (PORTLAND)

MT. HOOD HIGHWAY

MULTNOMAH COUNTY

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 4, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(-)
17th Avenue and Powell Blvd.
Location/Design Approval

Location/design approval in accordance with the requirements of Paragraph 10 of PPM 20-8 is hereby given for the construction of the above project subject to the following conditions: the Phase II relocation report included with the supporting data furnished with Mr. Klaboe's October 8 letter does not meet the requirements of Paragraph 7b of IM 80-1-68. A more detailed report is needed before the acquisition of Right of Way can be authorized.

If Fed Aid, FHWA needs report, per Green, Dr K.

The statement on the environmental impact is very weak in the field of social and economic impact on the adjacent area. The comments furnished dealt almost exclusively with the effect on the motorist with only casual mention that 16 businesses and 5 residences would be affected. We believe a more comprehensive look should be taken of the impact on the entire area.

We would also like to remind you that this approval covers only the general overall aspects of the design and does not involve the precise dimensions usually considered and approved with the PS&E review.

RECEIVED
COUNTY & CITY SECTION
NOV 10 1970
☐ ENGR. ☑ COOR. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

11-10-70
copies to
Hall
Young
Cox
Moehring

RECEIVED
NOV 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

11-12-70 (8:45 am)
Glen Green says
go ahead - disregard
statement re: RW

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
NOV 18 1970
FOR FILES
Maint
Const Comp

November 9, 1970

3763
135

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Powell Boulevard Undercrossing, 12th Avenue-21st Avenue Section, Mt. Hood Highway
Multnomah County

Reference is made to your letter of October 22 requesting additional information on this section.

The plan as submitted is in error and changes are being made as follows:

The structure center columns will be 4 feet wide with a GM rail made an integral part thereof. This will provide 4½ feet of clearance from the driving lanes on the left. The GM rail will be brought together and dropped on both ends of this column. The 3-foot safety walks will be replaced by a GM base on both walls. This will provide a 6-foot distance from driving lane to the wall on the right.

With the construction of the Mt. Hood Freeway some six blocks north, we do not anticipate any need to expand this facility over the proposed four lanes. Construction problems west of the railroad crossing and the limitations of existing facilities to handle more than four lanes have also influenced our decision.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: R. L. Porter
Tom Edwards
A. E. Johnson
F. L. Hall
I. D. Merchant
R. L. Schroeder

DNS:lf srb

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: October 22, 1970

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Johnson Reply
cy & dew
10-23-70

SUBJECT: Oregon Project T 5025(-)
Powell Blvd. Overcrossing of SE. 17th & SPRR

Our review of your preliminary plan submission of September 28 (signed by Merchant) for the subject structure indicates that more information is needed before we can submit the plans to our Region office.

Please furnish us with traffic data at this intersection. Also, we find very little information on the Powell Blvd. roadway section (median width and column clearances) and the preliminary plan submission seems to conflict with the design approval submission (see Klaboe's letter of October 8). You should make every effort to meet the AASHO requirements on Page 511 of the Blue Book. If a width problem is encountered it appears that extra Right of Way is already available south of the structure at no extra expense.

We also would recommend that you consider eliminating the 3-foot sidewalk under the structure and form a GM rail section into the wall. This would increase the usable shoulder and allow two lanes to pass a stalled vehicle and discourage pedestrian traffic in this critical section.

We would like to know if future plans for Powell and 17th have been considered. The structure you propose does not lend itself to any expansion.

Please furnish us your comments on these subjects so we may complete the submission to our Region office.

10-29-70
Eng Ls Hall RLD
wkend.

Fred
Pls review
draft

RECEIVED
OCT 27 1970
BRIDGE DIVISION

RECEIVED
OCT 23 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
OCT 21 1970

FOR FILING

7741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 16, 1970

SUBJECT: Environmental Reports

To: Mr. Fred Klaboe
Assistant State Highway Engineer

BUILDING

On Wednesday, October 14, 1970, the Enviornmental Study Committee met and held its first formal meeting with all members present. A general discussion followed, during which time various opinions were expressed on the nature, scope and timing of future activities.

It was generally agreed that the program, being as yet in a formative stage, will undergo modification and improvement as experience in these matters is gained. Currently the direction of study and report follows the guidelines laid down in PPM 20-8 and related memos of interpretation. It was felt that these memos were not necessarily a specific check list, but rather, were phrased in such a manner as to permit a report mainly to cover substantive material and not dwell on items that were basically not measurable or pertinent.

Accordingly, we have studied the following projects and have prepared the attached Environmental Impact Reports:

1. I-205 Columbia River to Sunnyside Road Interchange

This is an extensive project of highly controversial nature and the environmental impacts are numerous and varied. The committee made note of the fact that the report did not include a statement of contour grading for beautification. Comment was also made on a continuing study to resolve the apparent noise problem near school facilities, and a re-examination of design to possibly avoid damage to the Lutheran Church on N.E. Skidmore Street.

2. Mt. Hood Highway-17th & Powell Blvd.

It appears to the committee that consideration of the social, ecological, and environmental effects is adequate.

3. Alsea Highway-Alsea Mtn.-Hide Creek Section

It appears to the committee that consideration of the social, ecological, and environmental effects is adequate.

R. W. Ellison
Chairman
Environmental Study Committee

Attachments:
1. Copy of Report
2. Copy of Report
3. Copy of Report

cc: L. H. Young
Adrian Olson
Roy Olson
Stu Couper

17TH & POWELL BLVD. (PORTLAND)

RE: Environmental Impact

There are few residents of southeast Portland, or other users of the urban portion of the Mt. Hood Highway, who have not experienced some delay and frustration at 17th and Powell Boulevard. The grade crossing of this heavily used street and the main line of the Southern Pacific Railroad near its Brooklyn yard is to many motorists a symbol of all that is wrong with their right to freedom of movement. To others, it is a clear inditement against all railroad operators in general in favor of the motor vehicle user. Simple logic points out that such is not the case. It can be more accurately described as a singular example of the conflict that arises when two divergent modes of transportation equally need the same place at the same time.

Historically, this dates back to the period when paved roads and rail traffic first met. It could be said that today the problem differs only in degree. However, with the weekly number of train crossings being over 450 and the daily traffic volume at approximately 26,400 east of the railroad and 30,500 west of the railroad, the potential for trouble is always present. The computed capacity that would permit free flow of traffic is 30,000 vehicles, which means that congestion is common at peak periods. Accidents at this point in the past 5 years amounted to 154, with 32 of these involving personal injuries. Time lost to motor

traffic at this point has been averaged at about 2-1/2 minutes per train movement. Delays of 6 to 7 minutes are not uncommon and over 12-minute intervals have been recorded. An average delay per week, as shown by a study in December 1969, was over 17 hours, or better than two eight-hour work days. In 1961 it was estimated that the cumulative delays cost the motorist who used this crossing about $100,000. In today's scale of value, this could be $150,000. The cost to repair property damage to vehicles, arrived at by using a national average figure of $475, would amount to $73,000 in the past 5 years. Personal injury costs would add another 50 to 60 thousand dollars.

Fire equipment, ambulances and other emergency vehicles can be trapped in traffic congestion such as occurs at this location. The value of time rises rapidly in a period of emergency and, when valuable property or even human life are at stake, minutes can be of great importance. With no distant warning system available, a rush-hour traffic tie up could create a serious threat to public health or safety.

The interpretation of these data leave few practical alternatives for highway and urban planners. Various design proposals have been advanced to serve not only the needs of the motorist, but also to preserve the relative freedom of rail transportation. This line, being the only long-haul north-south rail facility in western Oregon, is of vital importance to the Portland economic community. Also, rail traffic mobility is essential for national defense.

The present proposal, when in service, would take the motor traffic on Powell Boulevard under the railroad, which for obvious reasons must be kept at grade. Not all existing traffic patterns are maintained under this plan. Some minor traffic flows will be diverted to other streets and some few city streets will, by council approval, be severed and terminated. To provide diversionary routes for side traffic entering and leaving the area, it is necessary to acquire frontage from properties along Powell Boulevard.

During the period of construction, the major flow of through traffic, which is east and west on Powell Boulevard, would be carried on parallel detours at grade on either side of the crossing. Other traffic patterns will be temporarily rerouted on existing city streets. The rail traffic will also be detoured for a period while a structure is built on the existing alignment.

With few exceptions, the right of way for construction does not exceed the area required for the finished project. A preliminary right-of-way report revealed that acquisition of land for all purposes will completely displace not over 16 operating business firms, 2 nonoperating facilities, and 5 occupied single family residences. There are five other businesses and a post office substation that will be affected by a partial taking. Some of the business firms indicate that they may be able to rebuild and continue their present operations. In Portland, the relocation potential for both residential and commercial relocation is considered adequate.

The project area includes no parks, ecological systems of wildlife, or resource conservation features. It is not expected to produce any visual or aesthetic degradation of the environment.

Service provided by public utilities will be maintained at present levels, but some of the present locations will be shifted off Powell to adjacent streets. Drainage from the undercrossing depression will be provided by connection to existing sewer trunk lines.

No element of the local governmental entities nor establishments of any school or church facility are adversely affected.

Some economic improvement could be anticipated in local business from patronage by persons who now shun this route, but no particular change in land value is predictable.

11-4-70

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 8, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Location/Design Approval
17th Ave. and Powell Blvd.
Project T-5025(-)
Mt. Hood Highway (FAP Type II)
Portland, Oregon

Attention: Mr. Glen Green

Dear Sir:

We hereby request your approval of location/design as set forth hereinafter and in the enclosed study report for the proposed project at 17th Ave. and Powell Blvd. on the Mt. Hood Highway (FAP Type II) in the City of Portland.

a. Location: The corridor remains the same as the existing Powell Blvd.

b. Design: The proposed design for Powell Blvd. consists of four 12-foot lanes with curbs, variable median, 3' travel lane offset from curbs, a railroad undercrossing structure, an undercrossing structure for 17th Ave. on ramp to westbound Powell Blvd. and off ramps from Powell Blvd. to 17th Ave. (north and south movement).

More complete location/design details are contained in the enclosed study report consisting of the following documents:

1 copy Design Section Report, 10-5-70
1 copy Environmental Impact, 10-7-70
1 copy Traffic Section Report, 2-28-70
1 copy Right of Way Section Report, 3-10-70
1 copy City of Portland letter of 10-1-70, certifying that social, economic and environmental effects of project were considered.
1 copy Detail plans
1 copy Profile
1 copy Typical sections

The Highway Division has considered the hearing transcript data, the enclosed study report which contains a section on the social, economic and environmental effects of the project and has concluded the location/design as set forth is suitable for the proposed project. The City of Portland also concurs that the location/design is compatible with the urban area's planned transportation system.

The description of the location/design for which we are requesting your approval will be published on or about October 10, 1970, in appropriate news media.

Enclosed is a copy of the State Clearinghouse letter of approval dated May 15, 1970 and a copy of District 2 "Columbia Region Association of Governments" clearinghouse letter of approval dated July 1, 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY E. P. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

Encls.

cc: R. L. Porter
Tom Edwards
L. H. Young
F. L. Hall
H. S. Cox
R. N. Chase
B. L. Gifford

RECEIVED
OCT 8 1970
PROGRAM & PLANNING
DIVISION

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NOV 24 1970
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RAILROAD COMPANIES
FILE No. 622

9-30

October 6, 1970

City of Portland
City Hall
Portland, Oregon

Attention: James L. Apperson
City Engineer

Gentlemen:

Attached for your records is a Memorandum of Understanding with the City of Portland, Southern Pacific Transportation Company and the Oregon State Highway Commission concerning acquiring and improving real property pertaining to the vacation of S. E. Brooklyn Street and construction of a pedestrian overpass as a part of 17th and Powell project.

We are also sending Southern Pacific Transportation Company a copy of the Memorandum and one has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

approved by Hwy. Comm 9-30-70 Item 4 a a

fkm
Att.

cc H. S. Cox

October 6, 1970

Southern Pacific Transportation Company
65 Market Street
San Francisco, California 94105

Attention: Oglesby H. Young

Gentlemen:

Attached for your records is a Memorandum of Understanding with the City of Portland, Southern Pacific Transportation Company, and the Oregon State Highway Commission concerning acquiring and improving real property pertaining to vacation of S. E. Brooklyn Street and construction of a pedestrian overpass as a part of 17th and Powell project.

We are also sending the City of Portland a copy of the Memorandum and one has been retained for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.
bc H. Cox
(cert. copies, att.)

RECEIVED
SEP 25 1970
FOR FILING

Maint
Const Comp
Spec

September 24, 1970

Oregon State Highway Commission

Gentlemen:

The agreement for the construction of the rail separation at 17th and Powell in the city of Portland has been executed by the Commission and by the Southern Pacific Transportation Company. The agreement provides that the City of Portland close certain streets. It has held public hearings and was confronted with approximately 80 percent remonstrance. The remonstrances stemmed from lack of access to two major manufacturing concerns in the area.

The remonstrances can be removed by providing a pedestrian overpass across the tracks and by providing area to permit truck access to one of the manufacturing concerns. The estimated cost of these proposals is minor in nature, when compared to the entire project.

The City of Portland, the Southern Pacific Transportation Company, and the Highway Division are in agreement that these necessary revisions should be considered as a part of the total project. We would ask your confirmation of a Memorandum of Understanding to this effect, a copy of which is attached.

This matter will be on the agenda for your consideration at the September 30 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

Att.
cc: Floyd Query
Tom Edwards
F. B. Klaboe
Victor D. Wolfe
Frank L. Hall
H. S. Cox
R. L. Schroeder

TE:ja sr

17th & Powell
Item 43 (9-30-70 Comm. Meeting)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 6, 1970

Mr. H. M. Williamson
Chief Engineer-System
Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

Dear Mr. Williamson:

You will recall that we recently proposed and you approved an agreement between our organizations which would forego billing for work done on 17th and Powell and/or Bybee Boulevard in Portland prior to October 16, 1969. } Hwy = 3/17/70 RR = 3/31/70

Our proposal was made on the basis that there was no clear understanding on how far back the two participants would go in arriving at their expense estimates and further that it was the feeling of both parties that these expenses would be somewhat similar. } This reiterates/confirms agree of March 70

This matter was presented to the State Highway Commission on September 30 and they approved the proposal.

Thank you for your cooperation in this matter.

Very truly yours,

R. L. Porter
State Highway Engineer

By ORIGINAL SIGNED BY F. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
OCT 6 - 1970
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

FBK:srb

cc: R. L. Porter
A. E. Johnson
Floyd Query
Frank Hall
L. H. Young
R. L. Schroeder
Tom Edwards
Victor D. Wolfe
V. E. Skoog
F. D. Morgan
H. S. Cox

Copies to ... & ... re Bybee question

October 5, 1970

DESIGN SECTION REPORT
S. E. 17th AVENUE AND POWELL BOULEVARD (PORTLAND)
MT. HOOD HIGHWAY
MULTNOMAH COUNTY

The Mayor of the City of Portland, with assistance from representatives of the State Highway Division, held a combination corridor and design public hearing on S. E. 17th Avenue and Powell Boulevard (Portland) on the Mt. Hood Highway. This hearing was held on June 2, 1970 at a special recessed meeting of the City Council in Portland.

Enclosed is a copy of the transcript of the hearing with a hearing map attached. The physical characteristics are listed in the transcript.

The project will consist of widening and lowering a portion of Powell Boulevard to pass under the railroad tracks. Powell Boulevard will be a four-laned curbed highway with a variable width median, four 12-foot travel lanes, and three feet between the edge of the travel lanes and the curbs.

One of the first to make a comment was a person who felt that the Southern Pacific Railroad should pay a larger share of the cost of the project. The sharing of costs will have to be worked out by the agencies involved in this project.

Several persons made the comment that they did not want to sell a portion of their land but wanted to sell an entire holding. This problem will have to be taken care of during right of way negotiations.

There were comments made against the closing of streets and changed traffic patterns. It is felt that after the project is completed and the people involved have a chance to use the new facility, they will find that it will handle the traffic staisfactorily.

...U E. ANDERSON
...MMISSIONER
DEPARTMENT OF PUBLIC WORKS

WM. S. LIND
CHIEF OF OPERATIONS
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON
97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

October 1, 1970

Re: SE 17th and Powell Grade
Separation Project -
Mt. Hood Highway

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. H. S. Cox, County and City Engineer

Gentlemen:

In connection with the above-captioned project, we wish to advise the City of Portland has studied and evaluated the testimony given at the June 2, 1970, public hearing; that it has considered the social, economic, and environmental effects of the location and design of the project; and that the City finds the project is compatible with the urban area's planned transportation system.

The City of Portland now requests the State Highway Division to seek location and design approval of the project from the Bureau of Public Roads.

Thank you.

Very truly yours,

JAMES L. APPERSON
City Engineer

CS:mw

S.E. GIDEON ST.

S.E. 13TH AVE.

S.E. 12TH AVE.

S.E. KELLY ST.

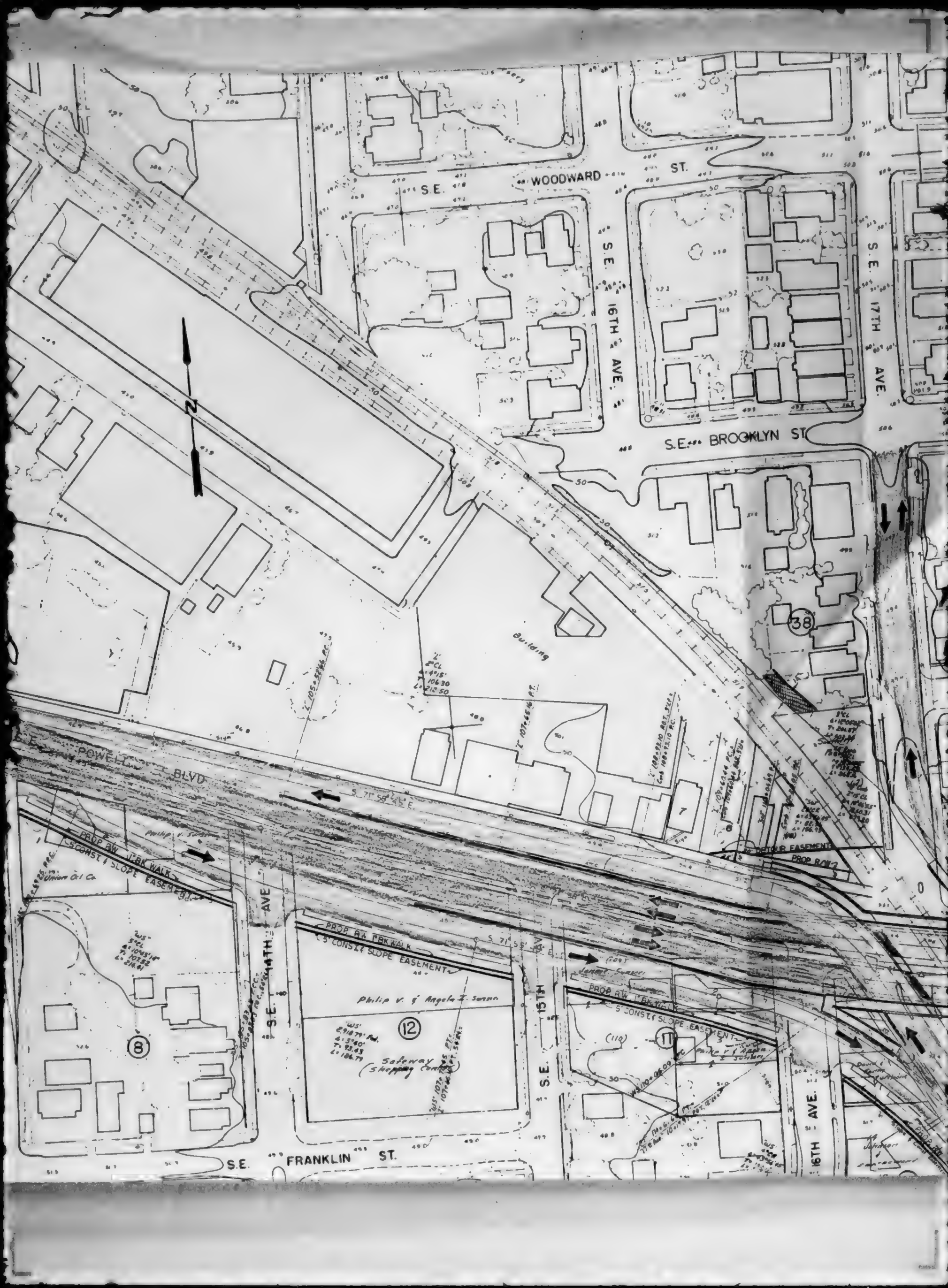
S.E. MILWAUKIE AVE.

5 CONST EASEMENT

6

5

1,448,000


WOODWARD ST.
S.E.
S.E. 16TH AVE.
S.E. 17TH AVE.
S.E. BROOKLYN ST
POWELL BLVD
S 71° 58' 45" E
PROP R/W 1' BK WALK
5' CONST'L SLOPE EASEMENT
PROP R/W 7
70' DETOUR EASEMENT
S.E. 14TH AVE
S.E. 15TH
16TH AVE.
S.E. FRANKLIN ST.
Philip V. & Angela Z. Sonna
Janet Swaker
Safeway (Shopping Center)
Union Oil Co
Building
38
12
11
8
7

S.E. 17TH AVE.
BROOKLYN ST
TIBBETT'S ADDITION
S.E. TIBBETTS ST.
(UNDER SEPERATE ESTIMATE)
PRELIMINARY COPY
SUBJECT TO CHANGE
S.E. 19TH
16TH AVE.
DETOUR EASEMENT
PROP R/W
Brush
Metropolitan Broadcasting Co.
Dorothy E. Cuddeback
PROPOSED R/W
38
48
49
50
2
3

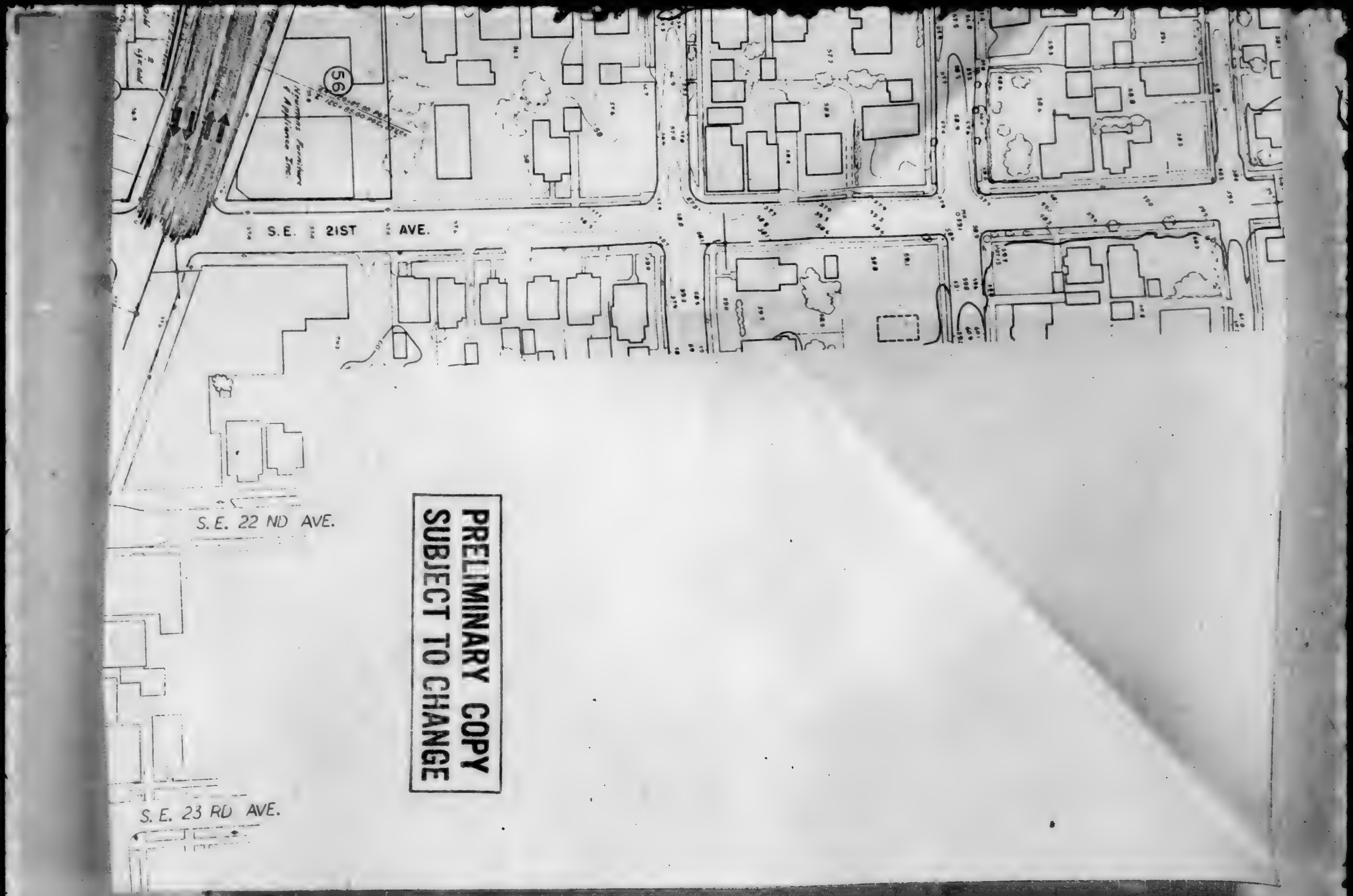
S.E. 20TH AVE.

S.E. 21ST AVE.

S.E. 22 ND AVE.

(UNDER SEPERATE ESTIMATE)

PRELIMINA
SUBJECT T



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R/W MAP

S.E. 12TH AVE. ⟷ S.E. 21ST AVE.
17TH & POWELL U-XING
MT. HOOD HWY.

A.E. JOHNSON — 12-23-69
1"=50' — REV. 4-20-70
S.D.S.

COLE'S ADDITION

675.300

S.E. PERSHING

SMITH'S ADDITION

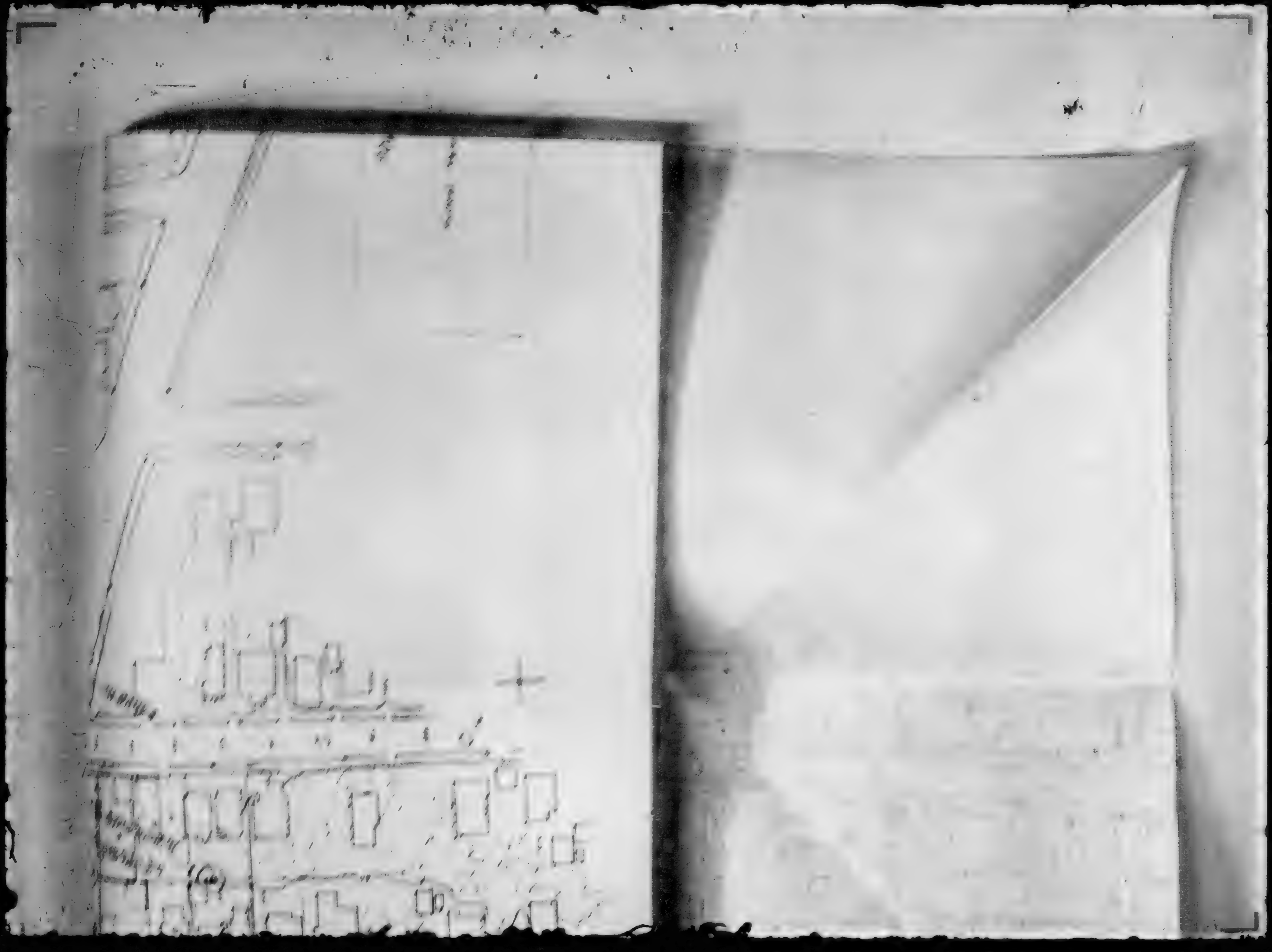
S.E. 17TH AVE.

S.E. HAIG ST.

ST.

NOTE:

675,000



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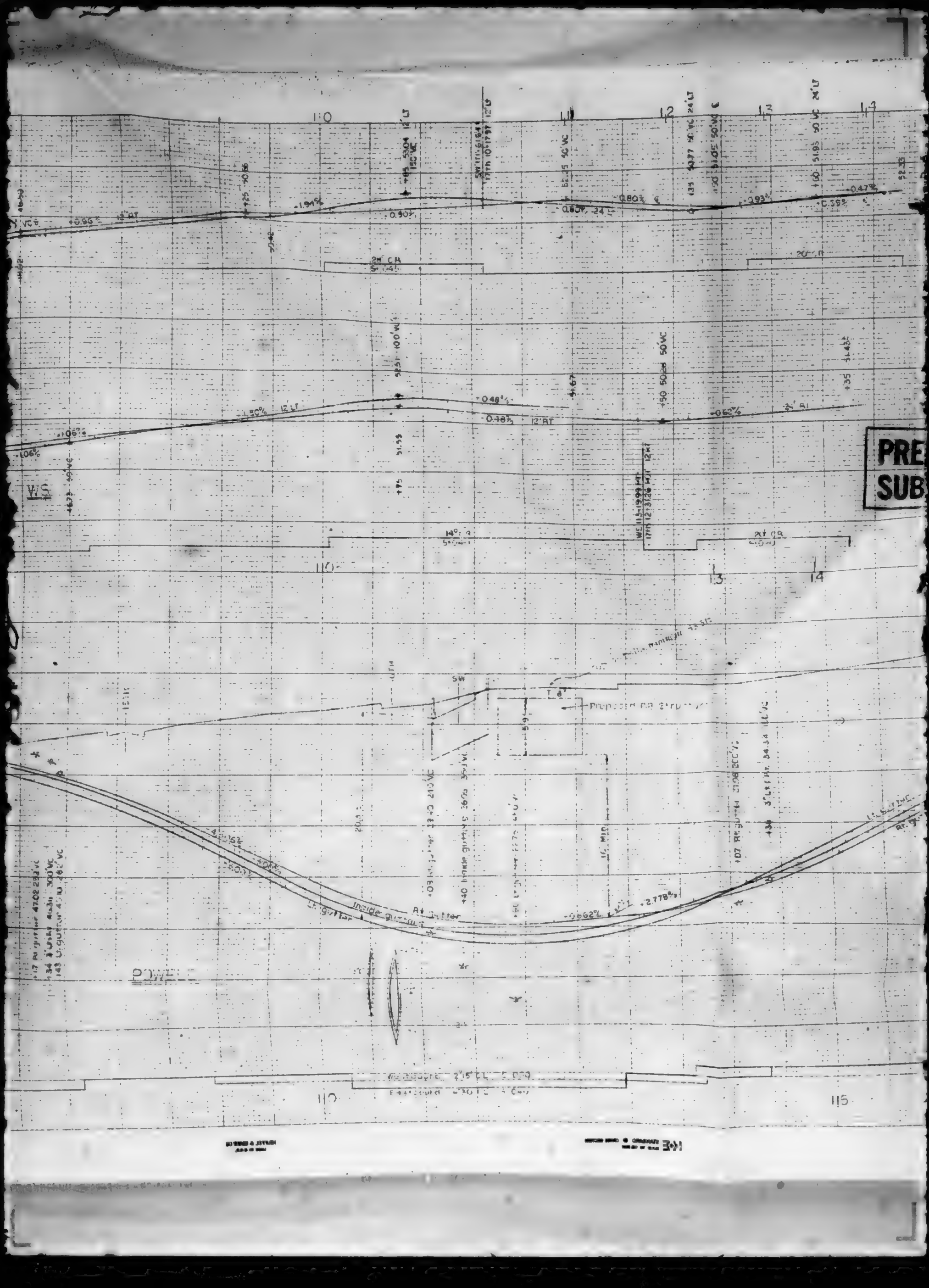
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SUB

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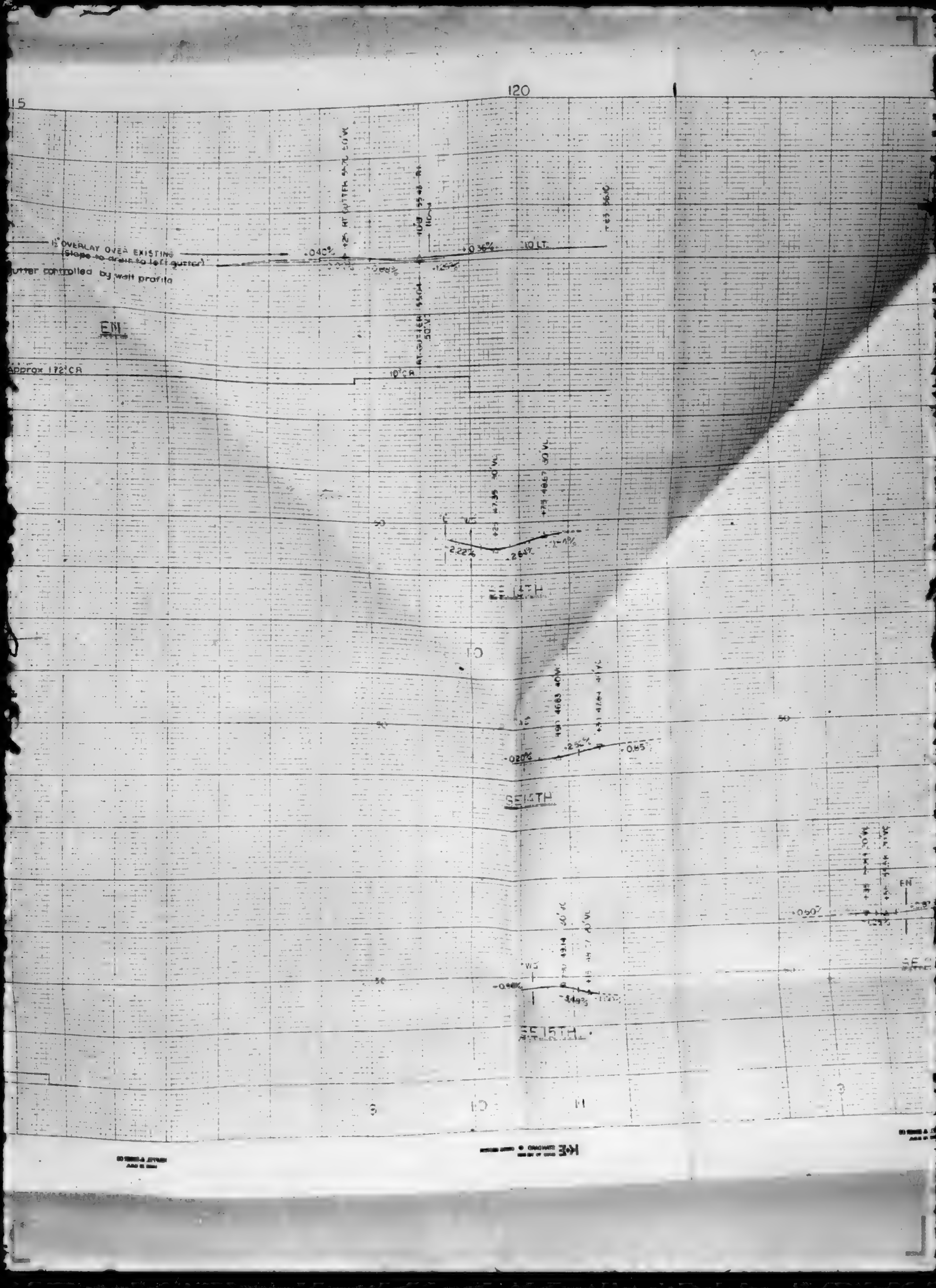
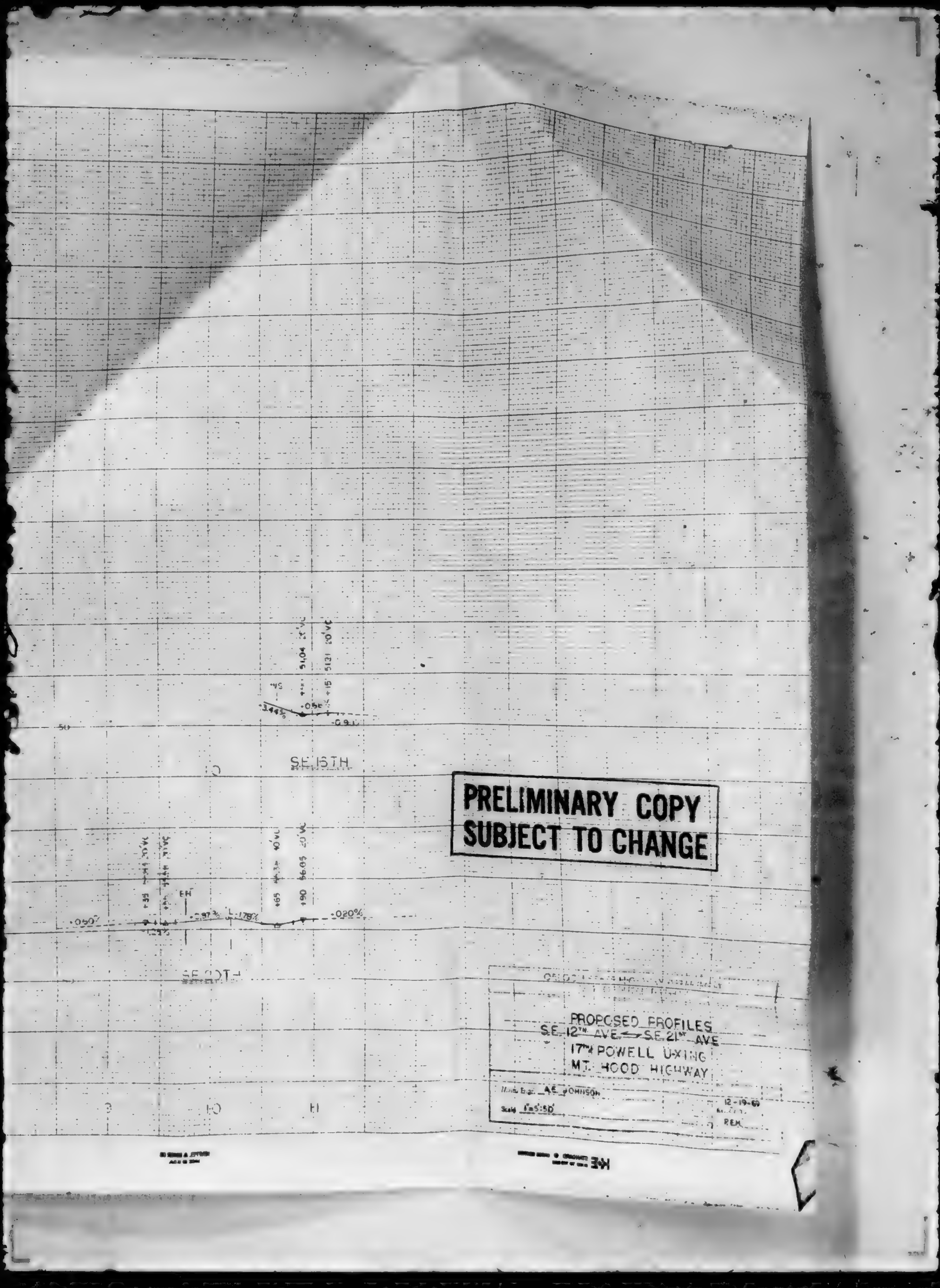

115
120
12" OVERLAY OVER EXISTING
(slope to drain to left gutter)
gutter controlled by wall profile
.040%
+25 HT CUTTER 24.7L 50'VC
10'LT
.036%
EM
Approx 172'CR
10'CR
50'VC
+23 47.35
+23 48.67
50'VC
2.22%
-.26%
-1%
SEVENTH
-.020%
-.25%
-.85%
-.050%
-.049%
SEVENTH
EM
SE
SE 15TH
10
11
9


SE 15TH
PRELIMINARY COPY
SUBJECT TO CHANGE
PROPOSED PROFILES
S.E. 12TH AVE. ↔ S.E. 21ST AVE
17TH POWELL U-XING
MT. HOOD HIGHWAY
Made by A.E. JOHNSON
Scale 1"=5'-0"
12-19-69
R.E.M.

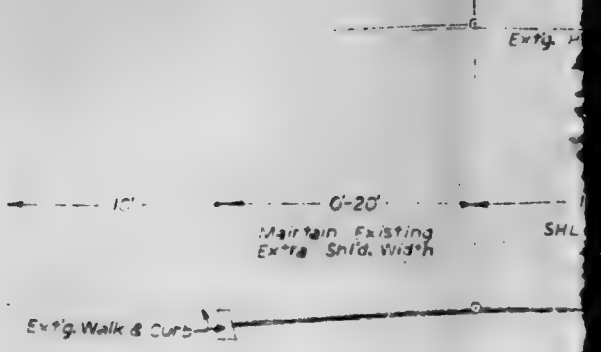
TYPICAL SECTIONS

S. E. 12 TH AVE. — S. E. 21 ST AVE.

MT. HOOD HIGHWAY

A. E. JOHNSON | DEC. 1969

1"=5' | Sage



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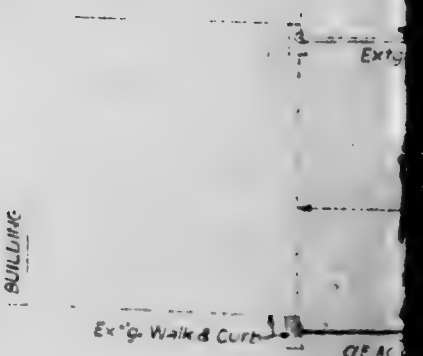

WESTBOUND DETOUR

24'

Exist. Pvmt.

Const. Must Type 'F' Curb

2'

"EN"

0-20' | Maintain Existing Extra Shld. Width | 10' SHL'D. | 12' | 6' SHL'D. | 8'

115+90.56

"L"

56'

Cur Pipe Parapet

3' | 12' SHL'D. | 3'

60' | 12' | 12' | 6' MEDIAN | 12'

For Surfacing Data, Not Shown, See Section Below

SR FRFL. MATL.

6" H.M.P. [illegible] by Trans

116+00

WESTBOUND DETOUR

24'

Exist. Pvmt.

Const. Must Type 'F' Curb

"SW"

12' | 12' | 4' SHL'D. | 6'

Exist'g. Walk & Curb

C.I.P. A.C. Overlay, 1½" Applied After Removal of "Type 'F' Curb on Detour. Taper to Match Exist. Curb.

108+38.75

Air Surfacing Details See "S" Line

Cur Pipe Parapet

Type 'F' Curb

A.C. Surfacing Thick. 6"

3' SHL'D.

Retaining Wall — ℄

"L"

54'

60' | 12' | 12' | 6' MEDIAN | 12'

C.M. Median Curb

Asph. Conc. Future Course — Cl. 'B' Min. Nom. Thkn. = 2"

Sum of Surfacing

Asph. Conc. Wearing Surface Cl. 'B' Min. Nom. Thkn. = 2"

Conc. Barrier Non-Comp.

109+00

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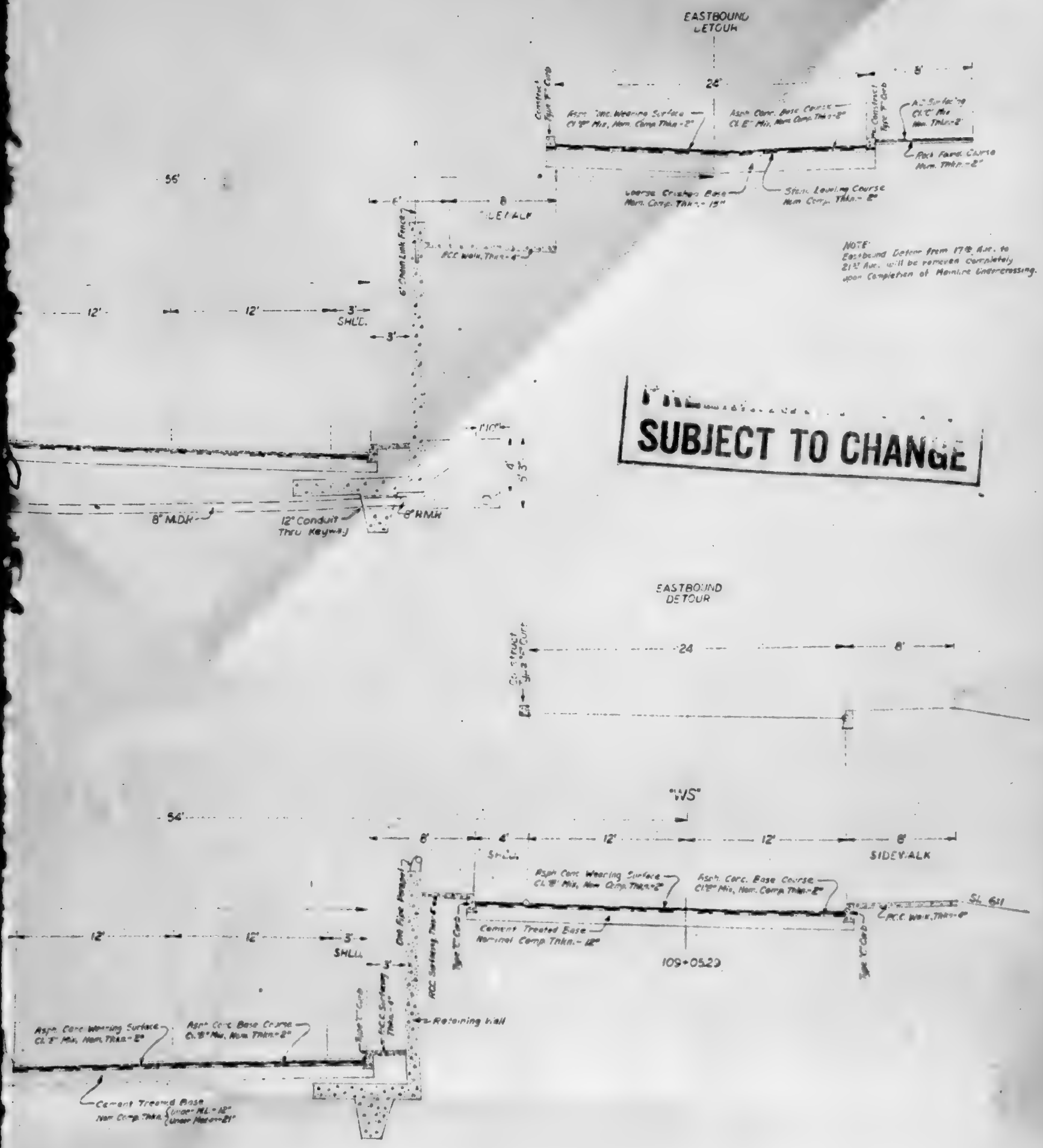

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(Minutes of City of Portland Council Proceedings,
Volume 217, Pages 233 through 247.)

HEARINGS

1927 On proposed plans for future right of way acquisition and construction of the SE 17th Avenue-Powell Blvd. Section of Mt. Hood Highway (U.S. 26), with approval of the Commissioner of Public Works.

MAYOR SCHRUNK:

This special Recessed Meeting of the City Council is for the purpose of a joint hearing between the State Highway Commission and the City of Portland on the 17th and Powell underpass proposal, and certain vacations of streets. The State Highway Commission has asked me, as Mayor of the City of Portland, which this improvement is projected to serve, to act as Presiding Officer. I have with me on my immediate right, Mr. Victor Wolfe, who is Administrative Assistant to the Chief Highway Engineer, and also serves throughout the State in many cases as Hearings Officer for the Highway Commission on some of its improvements.

At this time, I would like to call on Mr. Wolfe to make a statement on behalf of this program, and then he can call on some of his staff to fill in other details.

VICTOR D. WOLFE, ADMINISTRATIVE ASSISTANT, STATE HIGHWAY DEPT.:

Mayor Schrunk; Council Members; Ladies and Gentlemen:

I would like to read into the record ORS 373.015:

"Before the State Highway Commission acquires within any incorporated city any new rights of way or relocations, or abandons any existing State highway within any incorporated city, the Secretary of the Commission shall, by letter, notify the Mayor of the City of the action contemplated by the Commission, and if any remonstrances or objections thereto are made by the Mayor or Council of such city within ten days after receipt of such letter, the Commission or its designated representative shall hold a public hearing in the City Hall in such city, after having first given written notice thereof to the Mayor at least ten days prior thereto, and at such public hearing persons who favor or oppose the contemplated action shall be given an opportunity to be heard."

Also, I would like to read excerpts from the U. S. Department of Transportation's Policy and Procedure Memorandum 20-8, issued as revised January 14, 1969:

"1. Purpose. (a) The purpose of this PPM is to insure to the maximum extent practicable that highway locations and designs reflect and are consistent with federal, state, and local goals and objectives. The rules, policies and procedures established by this PPM are intended to afford full opportunity for effective public participation in the consideration of highway location and design proposals by highway departments before submission to the Federal Highway Administration for approval. They provide a medium for free and open discussion, and are designed to encourage an early and amicable resolution of controversial issues that may arise."

MR. WOLFE: (CONTD)

Further in line with the policy and procedure memorandum, you will be entitled to ten days from today to submit written statements as to a choice of corridor or design for this proposed project. I wish to emphasize that this ten-day period is for the design of the proposed project and has no bearing on street closures, which is not a problem of the Highway Division to settle. This is done through the City government, under its rules.

These communications, to be made a part of the record, can be done by simply addressing a letter to the Portland City Council, City Hall, Portland 97204. These communications will also be made a part of the hearing, just as though the statement had been made here today.

At this time, Mayor Schrunk, I would like to call upon Mr. A. E. Johnson, Metropolitan Engineer with the Highway Division, to describe the State's proposal. This proposal, it should be pointed out, is the result of long, exhaustive cooperative efforts of the City of Portland, Multnomah County, the Southern Pacific Transportation Co., and the Oregon State Highway Division.

Mr. Johnson.

A. E. JOHNSON, METROPOLITAN ENGINEER, STATE HIGHWAY DEPT.:

Thank you, Mr. Wolfe.

Mr. Mayor; Members of the Council; Ladies and Gentlemen:

The following is a description of this project, known as SE 17th and Powell Blvd. section of the Mt. Hood Highway:

The westerly end of the proposed project is at the intersection of SE 13th Place and Powell Blvd. The easterly end of the proposed project is at the intersection of SE 21st Avenue and Powell Blvd.

The proposed project will eliminate the present at-grade crossing of Powell Blvd. and the Southern Pacific Transportation Company's railroad tracks. The traffic volume on this section of highway during 1969 averaged 28,300 vehicles daily. The 1976 traffic volume is estimated at 37,200 vehicles daily. The computed capacity of the existing highway is 30,000 vehicles daily; however, this capacity is substantially reduced during times of excessive train movements.

The right of way required for the proposed project will displace two non-operating businesses and 14 operating businesses. In addition, there will be approximately five families consisting of an estimated 20 persons displaced.

Referring to the hearing map, you will note the various colors. The yellow area is existing pavement that will remain in place. The green indicates existing pavement that will be removed. The red is the proposed construction.

The Powell Blvd. portion of the proposed project will be a four-lane curbed highway having a variable width median, four 12' travel lanes, and 3 feet between the edge of the travel lanes and the curbs.

The proposed project will consist of widening and lowering a portion of Powell Blvd. and constructing one-way access roads.

An overlay along SE Haig St. between SE Milwaukie Avenue and SE 17th Avenue, extending SE 19th Avenue one block southerly and improving portions of SE Tibbetts St. will also be included in the proposed project to facilitate local traffic movements during the time of construction.

The proposed horizontal alignment of Powell Blvd. will generally follow the alignment of the existing highway, with the majority of the widening being on the southerly side of the existing street. The proposed vertical alignment will meet the grade of the existing highway at each end of the project and be depressed at the railroad tracks to provide approximately 16' of vertical clearance under the proposed railroad structure.

MR. JOHNSON: (CONTD)

The streets from SE 14th Avenue to SE 19th Avenue inclusive will not have direct access to Powell Blvd. when the proposed project is complete. These streets will be connected to one-way access roads which will be constructed on both sides of the proposed facility westerly of the railroad and on the northerly side of the proposed facility easterly of the railroad. Access to the portion of SE 19th Avenue southerly of Powell Blvd. will be provided by extending SE 19th Avenue southerly to connect with SE Pershing St.

Pedestrian underpasses will be constructed on both sides of the proposed facility to facilitate the crossing of the railroad tracks by pedestrians. Existing sidewalks that are removed by construction will be replaced.

The physical characteristics of the Powell Blvd. portion of the proposed project are as follows:

Total length	0.43 miles
Total central angle	33° 18'
Total number of curves	3
Maximum degree of curve	3° 00'
Number of maximum curves	1
Maximum central angle, 1 curve	16° 59'
Maximum grade	5.0%
Length of maximum grade	500 feet
Length of 3% grade or over	900 feet
Total rise and fall	49 feet

Thank you.

MR. WOLFE:

Thank you, Mr. Johnson.

Mr. Mayor, this completes the State's presentation.

MAYOR SCHRUNK:

At this time, I would ask the City Engineer, Mr. Apperson, to make a statement.

JIM APPERSON, CITY ENGINEER:

The property required for construction of the project will be purchased in the name of the City of Portland. Negotiations with the property owners will be carried out by State and City right-of-way personnel. Each property will be appraised by fee appraisers, and following a review of the appraisal background, negotiations with the owner will be undertaken. All appraisals will be on the basis of market value.

"Market value" is defined as the price a willing buyer would pay for a property offered by a willing seller with neither party having any obligation to either buy or sell. This is known as the willing buyer-willing seller concept and is the basis for "market value".

For the City to pay less than market value would be unfair to the property owner. For the City to pay more than the market value of property would be unfair to the road user who provides the tax monies for road improvements.

The second session of the 90th Congress passed the Federal Aid Highway Act of 1968, and on August 23, 1968, President Johnson signed the Act into law.

The 1968 law now in effect has liberalized the benefits available to persons displaced from their homes, farms or business locations by Federal Aid highway programs. The new benefits are not a part of the market value of property acquired, but, rather, are in addition to payment for property.

MR. APPERSON: (CONTD)

In the event federal aid monies are utilized on this project, and it is expected such will be the case, the included benefits will be as follows:

1. Relocation advisory assistance to all persons, businesses, or farms displaced as a result of a public improvement.

2. A moving payment to compensate individuals, business, farms, and nonprofit organizations for their actual and reasonable costs to move not to exceed 50 miles.

3. Incidental expenses on the transfer of the real property, such as: prorating real property taxes, payment of recording fees, transfer taxes, and miscellaneous items.

4. Under certain conditions, displaced farms and businesses may be eligible for benefit payments in lieu of moving costs.

5. For owner occupants of one, two, or three-family dwellings, an additional payment, when justified, which, when added to the payment received from the State for the real property, will allow the purchase of decent, safe, and sanitary housing according to standards of the Secretary of Transportation.

6. For renter occupants of dwellings, an additional payment, when justified, which, when added to the amount of rent presently being paid, will allow the rental of a dwelling which is decent, safe, and sanitary according to the standards of the Secretary of Transportation.

7. For owner occupants of dwellings less than one year and more than 90 days and renter occupants of dwellings who elect to purchase a decent, safe and sanitary house, an alternate benefit payment to apply on the down payment of the house is available within certain monetary limits, as authorized by the Secretary of Transportation.

The benefits available under the 1968 Highway Act and the eligibility requirements for such benefits are outlined in a brochure prepared by the Oregon State Highway Division. This brochure explains the relocation assistance program as it may apply to this project. Copies of the brochure are available at this meeting, and if your property is going to be affected by the project, it is suggested you pick up a copy and take it with you. The right-of-way program on this project will be under the supervision of the City Engineer of the City of Portland. His office is located in Room 411, City Hall, Portland, Oregon. The Relocation Assistance Program, if found to apply to this project, also will be under the supervision of the City Engineer, with assistance from Oregon State Highway Division personnel.

Thank you.

MAYOR SCHRUNK:

Thank you, Mr. Apperson.

The Chair now recognizes Mr. Don Bergstrom, our City Traffic Engineer.

DON BERGSTROM, TRAFFIC ENGINEER:

Mr. Mayor; Members of the Council:

Traffic delays and congestion at the intersection of 17th and Powell caused by train crossings create a major bottleneck in the City of Portland.

In October of 1960 there were 353 train movements per week at this intersection. By January, 1965, train crossings were up to 415. A check in December, 1967, showed that crossings have further increased to 450 times per week.

MR. BERGSTROM: (CONTD)
The December, 1967, survey showed that traffic was blocked a total of 17 hours, 25 minutes during the week, which is slightly over 10% of the time. The average delay to traffic was 2 minutes, 20 seconds. However, we have recorded delays of up to 12 minutes, and traffic being blocked for 5, 6 and 7 minutes is not uncommon.

At present, there are approximately 35,000 vehicles using the intersection of 17th and Powell daily, and we estimate that these vehicles are delayed a total of 134 hours.

A 1961 report estimated that delays were costing motorists approximately $100,000 annually. With the increase in train movements and prices, we estimate that today's out-of-pocket costs to motorists are $150,000 annually.

During the last five years there have been 154 traffic accidents at this corner; 32 of these involved injuries. Accident losses add another $10,000 per year to motorists' costs.

Traffic conditions at the intersection of 17th and Powell caused by trains crossing make this a No. 1 priority for improvement.

Construction of the proposed underpass system designed by the Oregon State Highway Department will solve the traffic problems at this intersection.

I recommend that the City of Portland join with Multnomah County, State of Oregon, and the Southern Pacific Company to finance and construct this needed project.

MAYOR SCHRUNK:
Thank you, Mr. Bergstrom.

Others from the City staff wishing to make statements were called, but no one responded.

MAYOR SCHRUNK:
I am not sure if all the cards have been collected, of people that wanted to be heard on this overall alignment. Some of the cards I have deal with specific street closures, which will be considered, one by one, as listed on the Council Calendar.

MISS SHIRLEY FIELD, 7525 SW KELLY AVE.:
Mr. Mayor, I have not submitted a card, but I have a statement I would like to make at the beginning of the hearing.

MAYOR SCHRUNK:
On the alignment?

MISS FIELD:
Yes.

MAYOR SCHRUNK:
Fine.

MISS FIELD:
Mr. Mayor; Members of the Portland City Council:
I am here to discuss an issue that is a $600,000 concern to the taxpayers of Portland. While the City has such a serious financial crisis, $600,000 is an important source of funds for some of your pressing needs.

MISS FIELD: (CONTD)

Last September 11, 1969, I appeared before you to urge that you use the legal tools you have to clear up the traffic bottleneck at 17th and Powell, with as little cost as possible to the City--tools that you have as the authority of the City. The tools are the Charter of Portland, the franchise the City gave Southern Pacific Railroad, and Oregon statutes which give jurisdiction to the Public Utility Commissioner to determine the allocation of costs in separating railroad crossings and roadways. With these tools, the Charter, the franchise, and the Oregon statutes, you can petition the Public Utility Commissioner to make a proper sharing of the expenses of this project. As a result of the filing, the Public Utility Commissioner can determine what fraction or share the City must pay, what share the State Highway Commission must pay, and what share the Southern Pacific Railroad must pay, to separate the grade crossing at 17th and Powell.

Again, I call attention to the Charter of the City of Portland, which gives you the authority to require Southern Pacific Railroad to pay 60% of the costs. I understand, according to the pending agreement, yet to be signed by the City Council, you are asking the railroad only for 1/3 of the costs.

Two years ago, Commissioner Bowes thought he had extracted from Southern Pacific a promise to pay 37½% of the cost. You are now negotiating with the railroad to pay even less. If you get into this deal, and the railroad pays only 33-1/3%, or even 37½%, the taxpayers of this State will pick up the difference, whether they be taxpayers of the whole State, taxpayers of Multnomah County, and especially if they are taxpayers of the City of Portland.

As elected public officials, as representatives of the taxpayers who elected you, it would seem to me it would be your obligation to see that this important traffic bottleneck is eliminated with as little cost of public funds as possible. If you cannot fulfill your obligation to enforce the Charter requirement directly, then petition the Public Utility Commissioner to help you in this negotiation, as then you might get a better deal from the Southern Pacific for the benefit of the taxpayers of the City of Portland.

I urge you now, as I did last September, to renegotiate with Southern Pacific for the 60% the Portland City Charter requires, or to file a petition with the Public Utility Commissioner to determine what is fair, under the circumstances. To do less than use the tools given to you by the Charter, the State law, and the franchise, is a selling out of the citizens to the Southern Pacific Railroad.

I have suggested this course of action, and I urge you to reconsider and to do what can be done, on behalf of the taxpayers and the savings of over $600,000 of public funds.

MAYOR SCHRUNK:
Thank you, Ma'am.

MISS FIELD:
I will be pleased to answer questions, if anybody has any.

COMMISSIONER IVANCIE:
Mr. Mayor, I just wondered if Miss Rushing would care to summarize some of the implications of Miss Field's statements here this afternoon. I would like to ask Mr. Johnson, also, after Miss Rushing completes her statement, of the experience the State Highway Commission has, in the typical grade separation questions throughout the rest of the State, as far as the sharing of costs, or someone who may want to speak to that from the Highway Commission. I don't know whether they have those percentage figures available or not.

MISS FIELD:
In answering that question, Commissioner Ivancie, I would like to have a statement made as to whether or not the other cities have that provision in their charters, requiring 60%, when you are discussing it.

MAYOR SCHRUNK:
Relative to the question, you have a perfect right to discuss it with the City Attorney or with Mr. Johnson, on these points.

COMMISSIONER IVANCIE:
It could be done later.

MISS FIELD:
Thank you very much for your time.

MAYOR SCHRUNK:
Now, I have a request from Thomas J. Phelps to be heard--Monfils Estates. I will be happy to hear from you, Sir.

MR. THOMAS J. PHELPS, 2425 NE 25TH AVE.:
I just want to make a notation that, representing the family, we are willing to relinquish all rights to the property on Powell, from 17th to 16th, but we wanted to relinquish all properties, rather than parcels. That was all the statement we had.

MAYOR SCHRUNK:
Fine, Sir. Your comments here will also become part of the record. The property lines have not been delineated as yet, but as I said, there will be ten days that any citizen here, or that is not here, will have an opportunity to submit a written statement; but this comment on the back of your card will become part of the permanent record.
I have a request from Mr. Philip Sunseri.

MR. PHILIP SUNSERI, 3636 SE OAK ST.:
Mr. Mayor; City Council:
I own some property, in fact, three blocks square, on the corner of 14th. I own the Whizburger and the adjoining property. Between 14th and 15th, I own the Safeway store, with the lease to Safeway another 13 years. It's getting now--after six years, it's finally getting where it's starting to give a little return. I also own the land--not me; I am Trustee for my mother's estate--between 15th and 16th. I own 3300 square feet there.
It's taken us 20 to 25 years to accumulate this property, buying piece by piece, and here we are talking about taking the prime part, the frontage, where the traffic goes on Powell. Somewhere down the line, I expect to be compensated, because I feel this way: you guys want the front--fine. You can buy it all, because I know what's going to happen. You are going to take the frontage, the best part of it; then all you have is warehouses. It's happened before, and it will probably happen again, if you go through with this project.
That's all I've got to say. Thank you.

MAYOR SCHRUNK:
Thank you, Sir. Mr. Donald Pecorara has asked to be heard.

MR. DONALD PECORARA, 4522 SE KELLY ST.:
Mr. Mayor; City Council:

I own some property at 1735 SE Franklin, right at the end of Franklin St. I am right next to the railroad track. They are going to close 19th there and give me an access over to Pershing, and you say I can get out by 20th.

With 35,000 cars a day, I don't think you will be able to get out there; so consequently you will have to go all the way south to Lafayette and up to 21st and across with the signal, and any man who tries to cross 20th is taking his life in his hands there.

I suggest that all that stuff between 19th and 17th and Powell--in that two-block area there will be two houses left--should be abandoned, that whole area.

That's all I have to say.

MAYOR SCHRUNK:
Thank you, Sir. It will become part of the record.

I have a card from Gale C. Caldwell. It doesn't indicate actually whether or not he wishes to be heard, but if he is present, we would be happy to hear him.

MR. GALE C. CALDWELL, GALE'S MACHINE PRODUCTS:
This is the first time I have seen any details, other than a picture in the paper, Mr. Mayor, and there are very few details on this--no property lines--for me to tell what objection I have, because the access to Pershing or Franklin is not shown on this map, and that's a good deal of my business, to be able to contact my customers.

At the present moment, I am roughly two blocks from Powell, that is, a block down and a block over. I have good access, and from the looks of this map, I will be stuck completely back in the corner, without good customer access. I can't tell from what is given here, what the elevations are, how it will affect my business, at the moment.

MAYOR SCHRUNK:
I am sure that Mr. Johnson and the staff will be happy to discuss in detail that part, and provide more detailed maps on that.

MR. CALDWELL:
I can't make constructive criticism from this small map.

MAYOR SCHRUNK:
I can appreciate that, Sir.

I have another one here that doesn't indicate whether or not the lady wanted to be heard--Jean Thompson, 3415 SE 15th Avenue. She has a contract on a restaurant in the Safeway store. If she would care to be heard, I would be happy to hear from her.

UNIDENTIFIED MAN:
She just stepped out.

MAYOR SCHRUNK:
It will become part of the record.

Others wishing to be heard were called.

WM. F. BERNARD, ATTORNEY, STANDARD PLAZA:
Mr. Mayor; Members of the Council:

On behalf of Columbia Ladder Co., I am speaking to Resolution No. 30706, which is the street vacation proceedings for a portion of SE Brooklyn St.

MAYOR SCHRUNK:

Right now, Mr. Bernard, we are actually on the alignment. Brooklyn is the next item on the calendar. I have a communication, I believe, from you on that, that you sent to each Member of the Council. We will be happy to hear you then, but if you have something to add at this time on the general alignment--

MR. BERNARD:

No, I will wait, Your Honor.

MAYOR SCHRUNK:

Has everyone that wants to be heard on the proposed right-of-way acquisition for the alignment of the 17th and Powell section of the Mt. Hood Highway had an opportunity to be heard?

Again, I would read from the record that we read earlier:

"Further in line with the policy and procedure memorandum, you will be entitled to ten days from today to submitt written statements as to a choice of corridor or design for this proposed project.

"This can be done simply by addressing a letter to the Portland City Council, City Hall, Portland, Oregon, 97204. These communications will also be made a part of the hearing, just as though the statement had been made here today."

So I want the media to understand, and everyone, that this material will be compiled, will be studied on this alignment.

By unanimous consent, C. C. No. 1927 was referred to the Commissioner of Public Works, to work with the State Highway Commission and bring back a report to the Council.

1928 On the vacation of a certain portion of SE Brooklyn St. in the corporate limits of the City of Portland, County of Multnomah and State of Oregon.

MR. GEORGE YERKOVICH, COUNCIL CLERK:

Your Honor, there are 9 remonstrances on a petition, which represents 24 property owners, and one which represents a trucking industry.

MAYOR SCHRUNK:

Fine. Since Mr. Bernard had asked to be heard first, I will be happy to hear from him.

WM. F. BERNARD, ATTORNEY, STANDARD PLAZA:

Mr. Mayor; Council Members:

I have filed on behalf of my client, Columbia Ladder So., and the principals of that company, Mr. and Mrs. G. A. Randall and Mr. and Mrs. Wallace Nesbit, objections to the proposed vacation of a portion of SE Brooklyn, and also a petition for damages which my clients claim will result from this proposed vacation.

In addition, there have been filed objections by property owners in the area affected by this street vacation, which if my calculations are correct, will clearly exceed 51% of the property in the affected area.

According to the statute under which I believe you are proceeding, the law states that such vacation shall not be made if the owners of a majority of the area affected object in writing thereto.

MR. BERNARD: (CONTD)

There were objections filed this morning by practically all of the property owners in Block 32 of Tibbetts Addition, Block 33, Tibbetts Addition, Block 38, a portion of Block 37, and property owners in Lankin's Addition; and except for Southern Pacific property in that area, I believe practically all of the property owners are represented.

With reference to the specific position of Columbia Ladder Co., this is a business which has been functioning at this street address, at 1509 SE Powell Blvd., and off a short street in the back of their property, since 1934. If this vacation is completed, it will force this company to either go out of business, or have to move away from approximately 3/4 acre of prime industrial and commercial property.

A central location within the City of Portland or in the general metropolitan area is essential to the operation of this business. The reason this becomes so is that this business and an adjoining company require the use of trucks and trailers 50' or more in length. This is the only economic way that the products of this company, the materials can be brought and the products taken out. The company is the largest producer of metal and wooden ladders in this area.

So the vacation as to these people involves just a huge amount of business interruption or monetary damage.

In addition, there have been objections filed by residential property owners in the area which I have described, house after house. The objections of these people go to the question of access. They do not believe that they should have to yield vehicular access in and out to the Southern Pacific Railway Co. We learned, if I read the report properly from reading the file this morning, that one of the conditions of the Southern Pacific Co. was the vacation of this and a couple of other street crossings--conditions for their participation in this program in the manner outlined. The people who signed these objections are not prepared to yield on that. They fear that their property will be damaged, because what is now a railroad right-of-way will be perhaps an extension of, or degenerate into a holding yard. This particular vacation, according to the understanding of my clients and according to my understanding, is not connected with the Powell underpass, except indirectly. If this property is not vacated, it would not destroy, or should not destroy or stop the underpass in any way. It's about a block or so away, I believe.

I do not know whether your procedure contemplates the taking of testimony today on the petition for damages. We were directed to file by today a petition for damages as an abutting owner--and there may be a question about that. In any event, I think an examination of the record will disclose that well in excess of 75% of the property owners in the affected area have filed objections in writing, as required by law, and under the dictates of the statute that I mentioned, I believe that an order granting a street vacation in this case would not be proper.

I am prepared to answer any questions.

MAYOR SCHRUNK:

Mr. Clerk, do you have a copy of Mr. Bernard's statement?

MR. BERNARD:

Your Honor, I filed an original and sent copies of Columbia Ladder Co.'s objections to all Members of the Council, just as a matter of information.

MAYOR SCHRUNK:

Yes, but I wanted it to become part of this official hearing, and apparently you have not filed one with the Auditor.

MR. BERNARD:

Yes, I have, Your Honor.

MAYOR SCHRUNK
Fine; I just wanted the record to be complete.
Do you represent these other people, as well?

MR. BERNARD:
I am attorney for Columbia Ladder Co. I am attorney for the parties who own the property on which the company operates. I physically filed the objections for the other property owners. I don't say that I act as their attorney--Marvin Swire acts as his own attorney, I am sure. These other people, I filed the objections with the consent of the property owners involved.

MAYOR SCHRUNK:
Thank you, Sir. Are there questions?

By unanimous consent, C. C. No. 1928 was referred to the Commissioner of Public Works.
The City Auditor was instructed to notify interested persons when the Commissioner's report comes back.

MR. CALDWELL:
There is one item that isn't shown on here--how you expect to accomplish this final design. I refer to the detours necessary during construction. I see no proposed detours or anything to route the traffic during construction. Will that be down Powell now, or will you have to buy additional right-of-way for that?

MAYOR SCHRUNK:
I am not familiar, but maybe Mr. Bergstrom or Mr. Apperson can respond to that. Have you gone into detail on that? The gentleman is requesting what provisions will be made for detours during construction.

MR. BERGSTROM:
I think we could explain it to him, Mr. Mayor.

MR. APPERSON:
We have maps showing the physical detours of the entire area, and would be glad to discuss the matter and explain the detours, after the session.

MAYOR SCHRUNK:
Fine. For anyone that wants more specific details, the engineers will be available after this meeting, and have been available prior, to go into details on such problems as raised.

1929 On the vacation of a certain portion of SE Reedway St. in the corporate limits of the City of Portland, County of Multnomah and State of Oregon.

Remonstrators were called, but no one responded.

MAYOR SCHRUNK:
Is there discussion by the Council, or questions?

The roll being called on the above vacation resulted in Yeas, Commissioners Anderson, Grayson, Ivancie, and Mayor Schrunk, 4; whereupon the vacation was approved, with the conditions contained in the report of the City Engineer.
The City Attorney was instructed to prepare the necessary ordinance.

1930 On the vacation of a certain portion of SE 14th Avenue (SE 13th Place) in the corporate limits of the City of Portland, County of Multnomah and State of Oregon.

Remonstrators were called.

MR. ANGELO BOCCI, 2336 SE 24TH AVE.:
Your Honor:
We have a piece of property on 14th and Gideon. We object to the closing of the street, because it's the only street where people can go from north to south, and the other street would be Brooklyn. The intention is to close both streets, so if that was to be done, the people living on the north side of the track would have to go clear down to 12th in order to get back to Powell, and we oppose that procedure. We hope that the streets will be open for traffic to go back and forth.
The Southern Pacific Co., if they wish, could install a signal there, and when the train approaches the signal, it can be lowered and stop the traffic temporarily, while the train is going through.

MAYOR SCHRUNK:
I think, Sir, you might want to check the elevations there at the end of the street. As I understand it, it will come out and drop into a depression. They will be coming up grade to 13th Place.

MR. BOCCI:
There's a street there now.

MAYOR SCHRUNK:
That's correct, but if this other is constructed, it will be a depressed expressway.

MR. BOCCI:
My understanding is, allthey are going to do is put a barrier across 13th Place.

MAYOR SCHRUNK:
I am not sure what the engineers propose. I would assume there would be a cul-de-sac. Do you have that information, Mr. Bergstrom? This is at the end of 14th.

MR. APPERSON:
Mr. Mayor, at Powell Blvd., the access road will be depressed, where 14th crosses.

COMMISSIONER GRAYSON:
Does that answer the man's question?

MAYOR SCHRUNK:
I think he was wondering--he said he understood there would be a barricade. I tried to explain it was my impression there would be a difference in elevation because of the depression on Powell.

MR. APPERSON:
Yes, there would be a difference in elevation. Where any street ends, we would put a permanent barricade across the end of any permanently vacated street. This vacation of the right-of-way at 14th near Gideon would be strictly a railroad right-of-way vacation, with a barricade at each end of 13th Place, or 14th--it turns into 14th--it jogs. There will be a permanent barricade at those locations.

COMMISSIONER GRAYSON:
How far away is he? He must be a block or so away.

MR. APPERSON:
Yes, he is a block or so away from Powell. This is just a straight street vacation at the railroad crossing on SE 14th. It would involve a barricade at each side of the crossing.

COMMISSIONER GRAYSON:
I believe the man's point is that he would have to go back to 12th to cross. Is that correct?

MR. APPERSON:
Yes.

MR. BOCCI:
That's all, Your Honor, unless there's any other questions.

MAYOR SCHRUNK:
Are there other questions the Commissioners have? Thank you, Sir. I understood Mr. Stauffer wanted to be heard on 14th, according to a card I have. No, it says he doesn't wish to be heard. It will be entered into the record on this subject matter. It deals with values.

MR. HANS JUHR, 1339 SE GIDEON ST.:
Your Honor; Members of the City Council:
I am speaking in behalf of my father, Fred Juhr. He owns a 50 by 100' corner at 1339 SE Gideon. This is just one block away from the proposed barricade. His property adjoins the railroad.

We rent the building from my father, and have been in this building since 1947 or 1948, operating a construction firm as our offices, and we have traffic. We have reason to cross this street on several occasions during the day, along with the choice of attempting to make other crossings, to get to our shop.

Part of the problem, of course, is the fact that the railroad crossings are many times during the day blockaded, so we have to have a choice of either going up Milwaukie Avenue, crossing under theDivision St. area, where we can go over to the Powell Blvd. area to get up to our office--other times, we have to go up to 17th. So if this were to be closed, this would work a hardship on us, just in our key personnel attempting to communicate with our office in person.

We feel that this is not something that is going to benefit our business. If there is a barricade at this point, it doesn't leave us much opportunity, only one opportunity, really, to get to our business from the northern part of the City.

MAYOR SCHRUNK:
Fine. The City Engineer and others will be happy to discuss this matter with you or any others that are interested. Thank you, Sir.

By unanimous consent, C. C. No. 1930 was referred to the Commissioner of Public Works.

The City Auditor was instructed to notify interested persons when the Commissioner's report comes back to the Council.

1931 On the vacation of a certain portion of SE 17th Avenue in the corporate limits of the City of Portland, County of Multnomah and State of Oregon.

Remonstrators were called, but no one responded.

The roll being called on the above vacation resulted in Yeas, Commissioners Anderson, Grayson, Ivancie, and Mayor Schrunk, 4; whereupon the vacation was approved, with the conditions contained in the report of the City Engineer.

The City Attorney was instructed to prepare the necessary ordinance.

MAYOR SCHRUNK:

Now, again, for the affected property owners, the City Engineer's office, the District Highway Engineer's office will have available more detailed drawings, maps and other materials on these items that have been raised here today, and during the next ten days, on the overall alignment, additional remonstrances can and will be heard and entered into the record.

COMMISSIONER GRAYSON:

Your Honor, I wonder if these people know where to go to get this information; you might want to repeat it again.

MAYOR SCHRUNK:

I believe you will have all this information in your office, Mr. Apperson. Commissioner Grayson wanted to make certain that anyone present that wanted additional information on the alignment and the proposed street closures, could get it. Can they contact your office, or Mr. Bergstrom's, or Mr. Johnson's?

MR. APPERSON:

The information will be available in the City Engineer's office, Room 411, City Hall. More detailed information on the alignment of the roadway itself will be available also from Mr. Johnson's office in the State Highway office on NE 60th and Glisan.

COMMISSIONER IVANCIE:

Mr. Mayor, I wonder if Commissioner Anderson could give us an estimate when these reports on these street vacations will be returning to the Council for final disposition.

COMMISSIONER ANDERSON:

I think perhaps Jim Apperson could answer that better than I, but my guess is that we will have to move fairly rapidly on them.

MR. APPERSON:

We would hope to have reports available for the Council by the meeting on June 17. However, the reports will involve contacting a lot of people and a certain amount of negotiations, and we will do the best we can to make that target date.

MAYOR SCHRUM: I think it is critical that we move as rapidly as possible to accomplish a meaningful grade separation there. I would like to thank the Highway Commission, also, for their assistance.

AT 3:15 P.M., BY UNANIMOUS CONSENT, COUNCIL ADJOURNED.

AUDITOR OF THE CITY OF PORTLAND

Lillian R. White
Council Reporter

OREGON STATE HIGHWAY DEPARTMENT
PUBLIC HEARING letter

Name: Lowell Pierce

Address: 4522 S.E. Kelly

City: Portland Zip Code: 97206

Do you wish to make a statement: ☒ Yes ☐ No

Organization Represented: Home owner

Represent Self: ☒ Comments Reverse Side:

Ref - 6/2/80 - SH

OREGON STATE HIGHWAY DEPARTMENT
PUBLIC HEARING

Name: Quinten R Stevens

Address: 710 SE Lambert

City: Portland Zip Code: 97202

Do you wish to make a statement: ☐ Yes ☒ No

Organization Represented:

Represent Self: ☒ Comments Reverse Side:

OREGON STATE HIGHWAY DEPARTMENT
PUBLIC HEARING

Name: [illegible]

Address: [illegible]

City: [illegible] Zip Code: [illegible]

Do you wish to make a statement: ☒ Yes ☐ No

Organization Represented: [illegible]

Represent Self: ☐ Comments Reverse Side:

OREGON STATE HIGHWAY DEPARTMENT
PUBLIC HEARING

Name: Floyd Smith

Address: 2211 NE Knott #6

City: Portland Zip Code: 97212

Do you wish to make a statement: ☐ Yes ☑ No

Organization Represented: _____

_____

Represent Self: ☑ Comments Reverse Side: ✓

5-2-70

The official record of this Portland hearing should include my statement. Today I represent myself as an individual.

However I have served on the Portland Chamber of Commerce Roads & Highway Committee for 3 years & have lived on Powell Blvd for 40 years.

OREGON STATE HIGHWAY DEPARTMENT
PUBLIC HEARING

Rec'd 6/2/70 SH

Name: Philip V Sussan

Address: 3636 SE Oak St

City: Portland Ore Zip Code: 97214

Do you wish to make a statement: ☒ Yes ☐ No

Organization Represented: _____

Represent Self: ☒ Comments Reverse Side:

OREGON STATE HIGHWAY DEPARTMENT
PUBLIC HEARING

Rec'd 6/2/70

Name: Jim Thompson

Address: [illegible]

City: [illegible] Zip Code: _____

Do you wish to make a statement: ☐ Yes ☐ No

Organization Represented: [illegible]

Represent Self: ☐ Comments Reverse Side:

OREGON STATE HIGHWAY DEPARTMENT
PUBLIC HEARING

Name: Thomas J. Feltz

Address: 2425 NE 24th

City: Portland Zip Code: 97212

Do you wish to make a statement: ☒ Yes ☐ No

Organization Represented: Monfils Estate

Represent Self: ☐

Comments Reverse Side:

Family is willing to relinquish all rights to property on the north side of Powell Blvd. From the R.R. Tracks to SE 16th Ave. at a fair price — but will not sell a parcel of land only.

Feltz
6/2/70
ph

OREGON STATE HIGHWAY DEPARTMENT
PUBLIC HEARING

Rec. 6/2/70

Name: GALE G. CALDWELL
GALE'S MACHINE PRODUCTS

Address: 1740 S.E. FRANKLIN ST.,

City: PORTLAND Zip Code: 97202

Do you wish to make a statement: ☐ Yes ☐ No

Organization Represented: GALE'S MACHINE PRODUCTS—

Represent Self: X Comments Reverse Side: X

1:30 P.M 6/2/70

THERE IS INSUFFICIENT DETAIL SHOWN ON MAP PROVIDED TO DETERMINE THE EFFECT ON MY PROPERTY LOCATED IN THIS AREA. ACCESS ROADS ARE NOT SHOWN. PROPERTY LINES ARE NOT LOCATED. AMOUNT OF RAILROAD RELOCATION IS NOT SHOWN.

Gale G. Caldwell

OREGON STATE HIGHWAY DEPARTMENT
PUBLIC HEARING

Name: [illegible]

Address: [illegible]

City: [illegible] Zip Code: 97202

Do you wish to make a statement: ☐ Yes ☐ No

Organization Represented: [illegible]

1830 SE Powell Blvd [illegible]

Represent Self: ☐ Comments Reverse Side:

[illegible]

(1) REFERRED TO adv BY SECRETARY

10432

3355 S.E. 14th Ave.
Portland Oregon

Dear Sirs: Regarding Powell Blvd & S.E. 82.
Would you please send
a diagram showing how
the traffic will be
detoured near our
residence at 3355 SE 14th ave
on the corner of Pershing St.
also the medium
access roads. For
our our home and have
small children. I
feel we should be
informed if a detour
is planned near us.

Thank you.

Mrs. S.J. O'Shaughnessy
3355 S.E. 14th Ave
Portland Ore 97202

RECEIVED
JUN 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 - 1970
OREGON
STATE HIGHWAY COMMISSION

1740 S. E. Franklin Street,
Portland, Oregon 97202

(2)

June 11, 1970

Oregon State Highway Commission
State Highway Building,
Salem, Oregon

Subject: Protest of Underpass Construction - S. E. 17th & Powell Blvd.

Gentlemen:

We wish to protest against the proposed underpass construction at S. E. 17th & Powell Blvd. on the grounds that this new construction and the blocking off of our main entrance on south side of Powell at S. E. 19th Avenue will result in the slow strangulation and subsequent failure of our business at 1740 S. E. Franklin Street due to the fact that new customers and/or delivery personnel will not be able to easily locate our isolated business in this newly created dead area. In other words, the area bounded by (A) the new highway underpass, (B) the Southern Pacific Railroad tracks, and (c) by S. E. 20th Avenue.

The legal description of my two (2) parcels of land & buildings affected by this new construction is as follows:

A) Storage Building & Lot (1)
Smiths Subdivision & Addition EP
Lot # 15, Block # 2

B) Machine Shop & Enclosed Lot (1)
Smiths Subdivision & Addition EP
Lot 22, Block # 2 (except East 41.28 ft.)
Lot 23, Block # 2
Lot 24, Block # 2 (East 30 ft.)

The following expanded reasons are given to amplify our protest against cutting off our present access route via S. E. 19th Avenue:

A) At present our business is easily accessible from a main arterial highway (S. E. Powell Blvd.) by "turning one block south on S.E. 19th and going one block west on S. E. Franklin St. A total distance of two (2) blocks !!

B) With new underpass construction completed, it will be necessary for westerly traffic on Powell Blvd to (1) turn north on S. E. 22nd St., (2) return south on S. E. 21st Avenue thru signal light, (3) continue three blocks south to Lafayette Street, (4) turn west to 20th Avenue, (5) turn north to S. E. Pershing Street, (6) turn west on S. E. Pershing Street to S. E. 19th Ave., (7) turn north into S. E. 19th Ave., (8) turn one block west on S. E. Franklin to our shop building at 1740 S. E. Franklin St. This circuitous route will isolate us completely from new customer contacts at our plant and result in our eventual failure in this location.

C) Our present location is easily described to all new customers and contacts as " Go west on Powell and turn south into S. E. 19th Avenue."

D) Our present location is served by a two street access via S. E. 19th Ave. and/or S. E. Pershing Street. Closure of S. E. 19th by start of construction work will allow access henceforth by S. E. Pershing st. only. Closure or stoppage of free traffic flow on S. E. Pershing during construction or at a later date will isolate our business completely and damages will be assessed.

E) At completion of underpass construction this will create a dead area in this corner without police patrol and, consequently, will be vulnerable to stealing and looting when the present residents have moved out of this undesireable area. It will, therefore degenerate into a warehousing area of cheap merchandise such as used tires, etc. No businessman will want to risk his expensive stock in such an area.

Therefore, in view of the above facts, it is proposed that the "State Highway Commission - City of Portland - Southern Pacific Railroad" Combo which desire and will benefit from said construction at the expense distressed property owners in this area should provide equal amounts of land, erect duplicate buildings and facilities in a suitable and agreeable location, and pay all moving, erection, and downtime expenses. When this has been completed to the owners satisfaction, a fair trade of property titles would be completed.

Sincerely yours,

Gale G. Caldwell

Gale G. Caldwell - Owner

RECEIVED
JUN 5 1970
OREGON
STATE HIGHWAY COMMISSION

(3)

State Highway Commission
Salem,
Oregon 97310

Attention: Mr. Floyd Query, Secretary

Re: Future Right-of-Way Acquisition and Construction of the South East 17th Avenue-Powell Boulevard Intersection on the Mount Hood Highway (US 26)

Gentlemen:

Pursuant to the requirement that a written statement be made within ten days from public hearing regarding opinions and objections to the proposed plans of the future right-of-way acquisition of the South East 17th Avenue-Powell Boulevard Intersection on the Mount Hood Highway (US 26), please be advised that the following described real property was acquired as part and parcel of one business entity and the taking of any portion thereof without a taking of the entire contiguous real property would destroy the value of any remaining real property since it would destroy the business purpose for which the same has been owned and was acquired leaving the remaining property with inadequate access for any purpose for which it was owned or acquired as well as for any other reasonable use or purpose.

The undersigned, therefore, objects to the plans and respectfully suggest that the State Highway Commission amend the same to include the taking of the following described real property, to-wit:

Lot 16 and 17 and the West 15 feet of Lot 18, Block 2, SMITH'S SUBDIVISION AND ADDITION TO EAST PORTLAND, in the City of Portland, County of Multnomah and State of Oregon.

Lot 3, Block 2, SMITH'S SUBDIVISION AND ADDITION TO EAST PORTLAND in the City of Portland, County of Multnomah, State of Oregon

The West 15 feet of Lot 1 and all of Lot 2 in Block 2, SMITH'S SUBDIVISION AND ADDITION TO EAST PORTLAND in the City of Portland, County of Multnomah and State of Oregon.

Very truly yours,

Norman G. Hosford

Alonzo Hosford

Madeline Hosford

771-9069

457 S.E. Kelly St.
Portland, Oregon - 97206
June 5, 1970

Lloyd E. Anderson,
Commissioner of Public Works
City Hall
Portland, Oregon

Subject: Legal Description of Property:
Lot 13 Block 2 Smith's Subdivision and addition to East Portland, City of Portland, Multnomah County, Portland, Oregon

Dear Commissioner Anderson,

This letter is to inform you of the situation you are proposing concerning my property when you start construction of the proposal SE 17th Ave. & Powell Blvd. underpass.

My house is located at 1735 SE Franklin St. on the North side of the street. It is one of two houses you DO NOT intend to remove. I feel you are unaware of the detriment this would cause these two homes. One fact, of course, is the VALUE of my property and our home would be worthless as our front door would be within 50-ft. of the mailine of the Southern Pacific Railroad and as you know, this alone, would be unbearable to tolerate. The trains blow their horns & whistles constantly from the time they leave Brooklyn Yard till they cross the Broadway Bridge. Switching is done 24-hours a day from Brooklyn yard to as far North as Powell Blvd. and back-again into Brooklyn Yard. The noise and vibration are unbearable. Also, this vibration would loosen the construction of our house and we would be constantly trying to upkeep your damage.

Secondly, you intend to remove the pavement and Dead End SE 19th Ave. which is our only access to SE Powell Blvd. We would then have to go approximately six blocks South & East to get to SE 20th Ave., and even when this is accomplished, after arriving at SE 20th Ave., and with approximately 35,000 cars passing daily, it would be impossible to cross Powell to go to work. Also as a pedestrian, my five-year old child and wife would find it impossible to cross Powell Blvd. to go to school or shopping. If you have in mind for us to go up to SE 21st Ave., where a signal is installed, please look at the map and you shall see, we would have to go South as far as Lafeyette St., East from 17th to 21st Ave. and then North to Powell which is approximately 11 blocks just to cross Powell, to get to work, school & shopping, when Powell is right against my backyard.

Also, for the next 2 to 3 years while this construction is underway, the detour you would have to make to accommodate the present traffic, would be the railroad within 50-ft. of the front door and the Powell Blvd. traffic butted up against my backyard.

We feel it is your obligation to CONDEMM my property and remove the two houses in question as this would be a dangerous hazardous to you, during and after construction, and ourselves to live in this area under this environment. We sincerely feel you have completely destroyed the value of our home and property and no one could possibly be expected to live here under these conditions.

Yours very truly,

MR. & MRS. DONALD PECORARA

PUBLIC WORKS
JUN 8 1970
Commissioner's Office

Forwarded to City Engr.
June 1, 1970

Sunday May 31, 1970

State Highway Commission,

Dear Sirs;

In regard to the 17th and Powell Boulevard underpass which is being considered, I would like to say that I do not think that this is an overall cure to the problem. It is true that it will correct traffic conditions at the point in question, but not all the problems that are caused by the Southern Pacific tracks cutting through the city as they do.

The same condition exsists where the tracks cross South East 11th and 12th Streets. If conditions are to be corrected on Powell they should be corrected at these other two locations as well.

I feel that in the not too distant future the switching yard at Brooklyn will be fazed out and all trains will move direct to the Union Pacific Albina yards for switching and that the grounds at Brooklyn will be sold to industry. It will not be uncommon to see 200 car trains or longer moving through the city to the Albina yards and visa versa.

Before a final decision is made on the Powell underpass I suggest that a survey be made to determine if it would be feasible to run tracks from the South end of Brooklyn Yard tunneling under Milwaukie street and connect up with the Portland Traction tracks (which is now jointly owned by S.P. and U.P.) which follow the river. If this is feasible conditions could be left as they now are as car movements would be limited to ten or twelve cars per day required by the few industries and done in the night time hours.

I might add that The Southern Pacific at one time was considering making this move and bought up considerable property (mostly private homes) but did not follow through. It is possible that they still have the prints showing just what they had in mind

Sincerely
Mr. J.F.Utter
5007 S.E. 38th
Portland, Oregon 97202

FRED MEYER — 3800 S.E. 22ND AVE.—PORTLAND, OREGON 97242
PHONE 235-8844

In the Northwest it's "MY-TE-FINE"

June 19, 1970

RECEIVED
JUN 22 1970
OFFICE OF COMMISSIONER OF PUBLIC AFFAIRS

COM.	
EARL	E
ED	
SEC.	
STENO.	

The Honorable Frank Ivancie
Commissioner--City of Portland
City Hall
1220 S. W. 5th Avenue
Portland, OR

Dear Mr. Ivancie:

We commend you for your continued efforts to develop the grade separation required to solve the S. E. 17th and Powell traffic congestion.

In our own firm's experience the frequent delays encountered by our executives and other employees create loss of time and money. Also, our hauling vehicles that are delayed obviously increase our costs and eventually add to inflation and increased costs of goods to the customer.

The cost to business and industry in Portland due to frequent blockage at 17th Avenue is a burden that should not be tolerated any longer. The economic and mental health of Portlanders who must travel this route needs treatment urgently.

We ask that you do aggressively seek the solution and continue to push those involved to resolve and act - just as you have in the past year or so in your council chambers.

Very truly yours,

R. H. Killoran
First Vice President
and Director of Marketing

RHK/djk

REFERRED TO
Admin
BY SECRETARY

RECEIVED
JUN 8 10 16 AM '70
RAY SMITH, AUDITOR
CITY OF PORTLAND, ORE.
BY

May 29,1970

State Highway Commission
Room 121
Sate Highway Building
Salem, Oregon, 97310

Gentlemen:

I note in today's paper that you have requested reactions to the deplorable traffic snarls caused by the Southern Pacific Tracks on Powell Blvd.

This comedy act between SP and the people has been going on ever since I can remember.....45 years, or more.

I seriously wonder if anything will ever be done about it. What do you think?

Sincerely yours,

Kenneth D. Fennell

RECEIVED
JUN 3 1970
OFFICE OF
PUBLIC INFORMATION

RECEIVED
JUN 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 - 1970
OFFICE OF
STATE HIGHWAY COMMISSION

To whom it may concern

I was in to see the proposed maps of the overpass at 11th and Powell st.

It will cut off the buildings and part of the property the house is on.

What is left would not be of much value to us, we would rather sell the whole property

When and if it is appraised it should be remembered that we have lost many dollars in rent in the last few years, because of the changes pending here, and not being able to give long term leases. Also we have been reluctant to spend money on repairs, because of this.

Section 11-1S-1E - PLAT 0.18A

1539 S.E. Powell to 1601 S.E. Powell

Lucy Ronfeldt

By Virgil J. Ronfeldt

Power of attorney

1906 N.E. 63rd.

AT4-3767

RECEIVED
JUN 4 1970
CITY ENGINEER

DEPT. OF PUBLIC WORKS
JUN
ENGINEERING

OFFICE OF THE CITY ENG.	
NO. 23307	SUBJECT Powell under C.R. & 17th

FOR ATTN. OF:	RECEIVED	DATE
~~J.E.~~		
W.T.M	WTM	6/4
R.M.C.		
C.S.		
SENT TO FILES BY		DATE

(5)

June 10, 1970

RECEIVED
JUN 11 9 45 AM 1970
RAY SMITH, AUDITOR
CITY OF PORTLAND, ORE.
BY

Portland City Council
City Hall
Portland, Oregon

Re: SE 17th & Powell Underpass

Gentlemen:

I was told that prior to the hearing on the above project, one could forward written information to you for consideration regarding items that were taken up at the hearing for the underpass. My specific request is that the SE 13th Place - SE 14th Street railroad crossing be left open as is. (At least until the Mt. Hood freeway goes through the area, then the crossing should be evaluated again.)

If the crossing is closed, it will seriously limit access for the residents in the area. It will also limit their fire protection, inasmuch as the fire department is on the south side of the railroad crossing. Furthermore, it is presumed that it is not an inconvenience to the railroad company to have this crossing remain open.

Thank you for your favorable consideration to not closing off this street, as originally proposed in the underpass hearing of June 2nd.

Very truly yours,

Irwin B. Holzman

IBH/jg

Copies to Council,
Actg. Engineer

(4)

Portland, Oregon
June 4, 1970

State Highway Commission
Room 121
State Highway Building
Salem, Oregon 97310

Dear Sirs:

Regarding the proposed highway underpass at S. E. 17th and Powell in Portland, the newspaper states: "The boulevard will be depressed to pass beneath the Southern Pacific tracks with 16 feet of clearance."

Powell Boulevard between 11th and 21st Avenues lies at a lower level than do adjacent portions to the east and to the west. Has the underground water level at the lowest point in the projected underpass been measured? Surely such a depression invites the accumulation of water and probably a need for some special means of drainage.

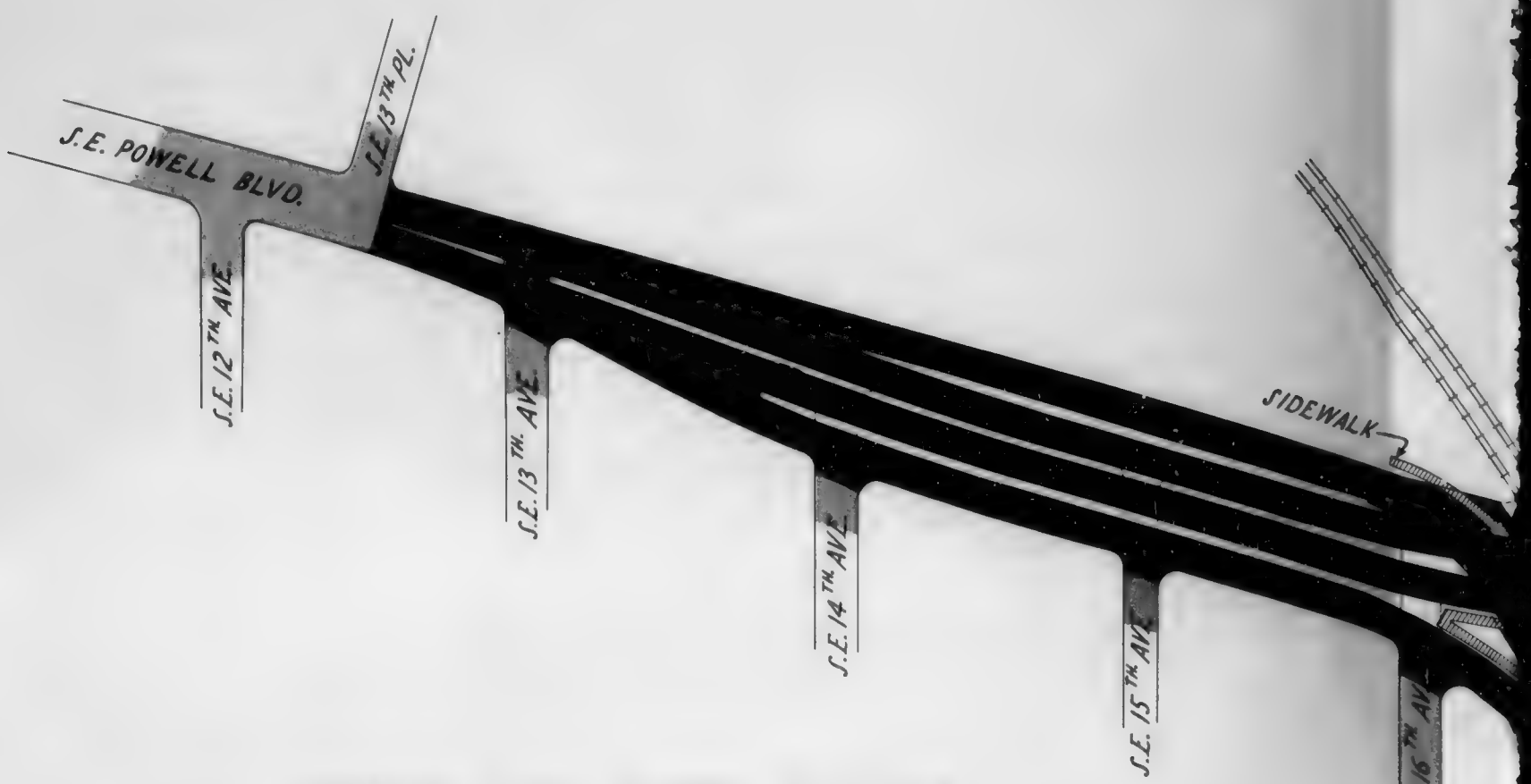
Is an underpass less costly and more serviceable than elevation of Powell above the railway tracks?

Yours sincerely,

Ernest W. Woelfle

Ernest W. Woelfle
2219 S. E. 34th Avenue
Portland, Oregon 97214

RECEIVED
JUN 3 - 1970
OREGON
STATE HIGHWAY COMMISSION



OREGON STATE HIGHWAY DIVISION

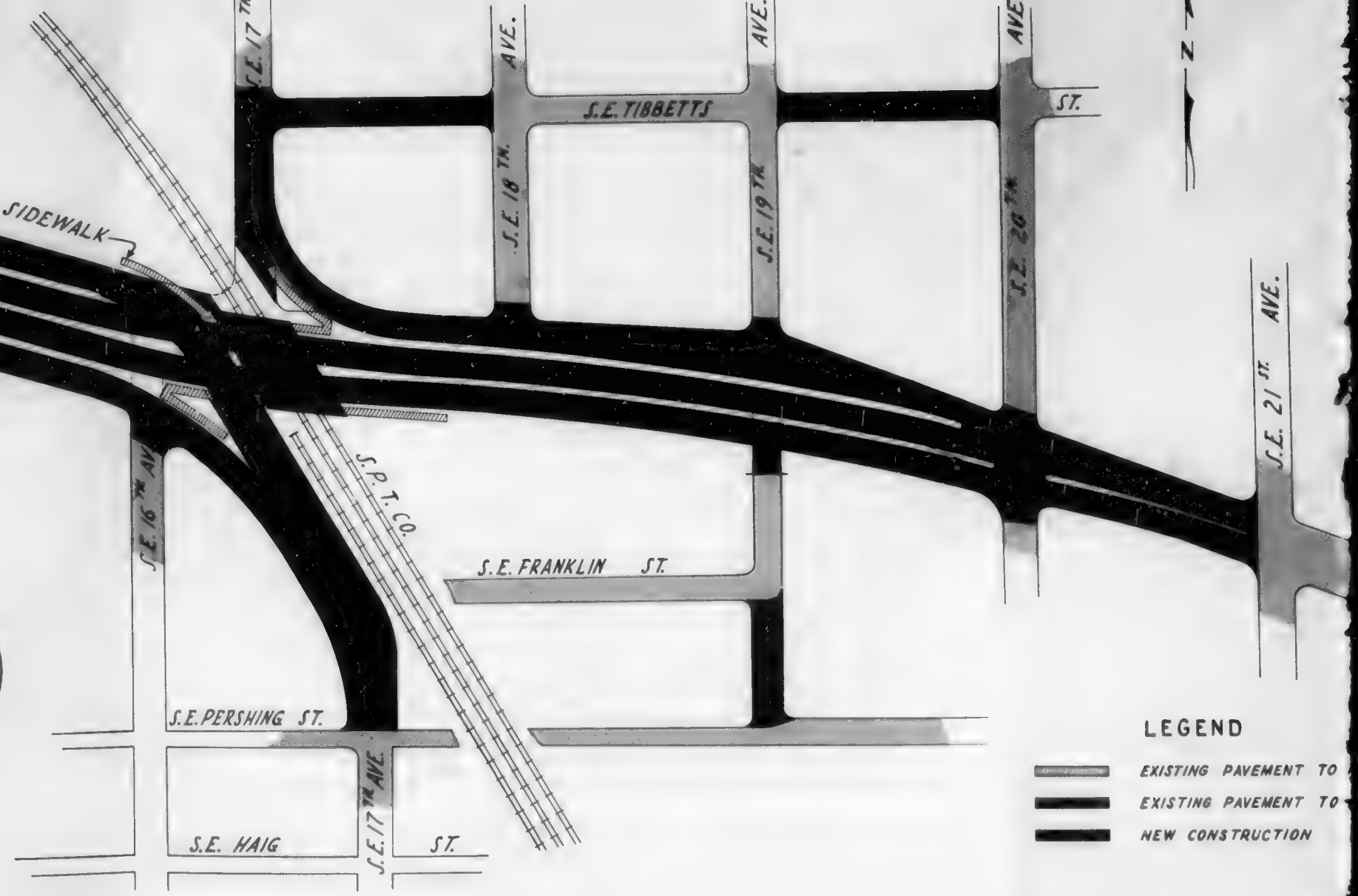
CORRIDOR AND DESIGN HEARING MAP

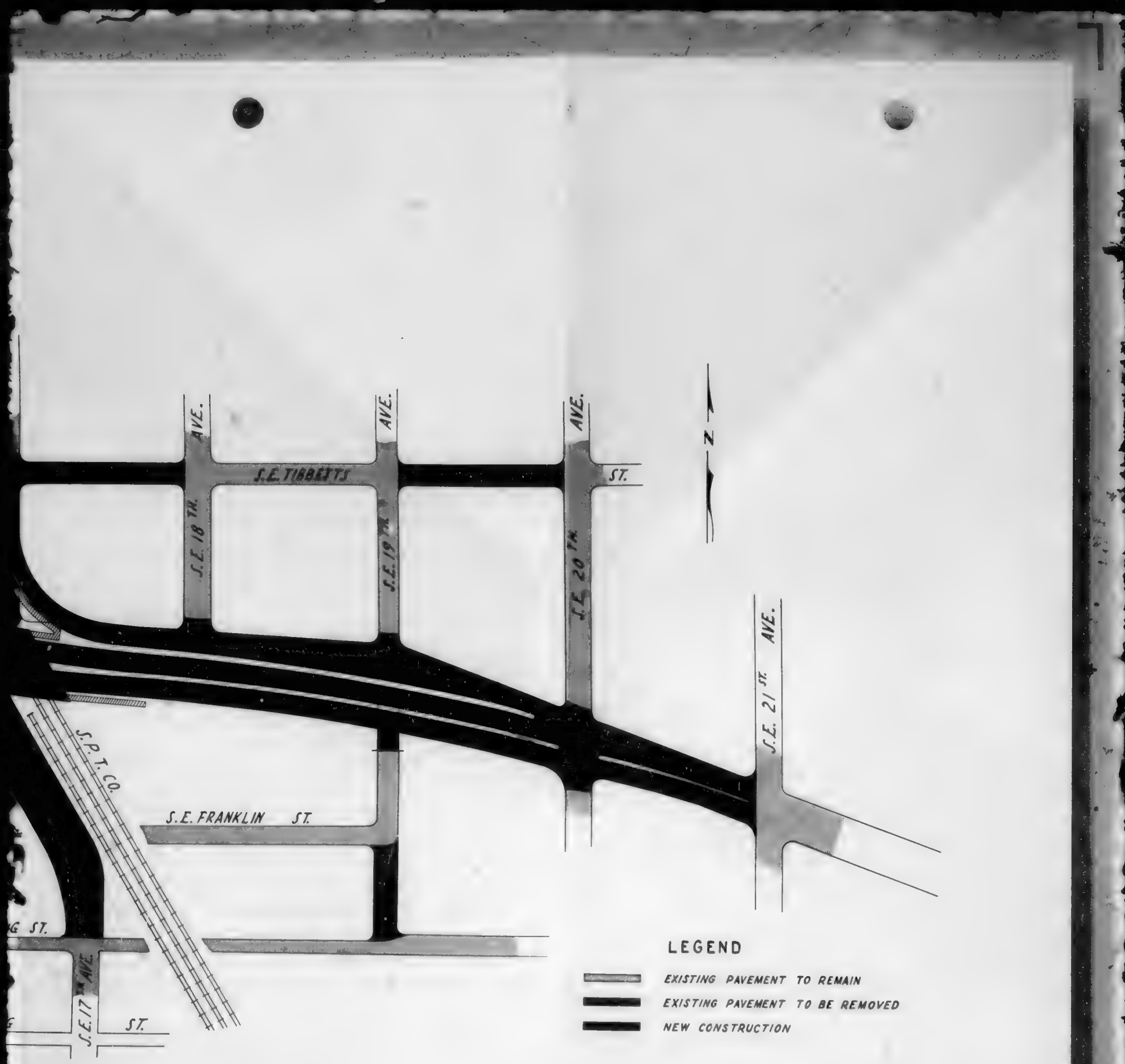
S.E. 17TH AVE. & POWELL BLVD. (PORTLAND)

MT. HOOD HIGHWAY

MULTNOMAH COUNTY

LAND)


S.E. 17TH AVE
S.E. 18TH AVE.
S.E. TIBBETTS
S.E. 19TH AVE.
S.E. 20TH AVE.
ST.
N
SIDEWALK
S.E. 15TH AVE
S.E. 16TH AV
S.P.T. CO.
S.E. FRANKLIN ST.
S.E. 21ST AVE.
S.E. PERSHING ST.
S.E. 17TH AVE.
S.E. HAIG
ST.
LEGEND
EXISTING PAVEMENT TO
EXISTING PAVEMENT TO
NEW CONSTRUCTION


S.E. TIBBETTS
AVE.
S.E. 18TH.
AVE.
S.E. 19TH.
AVE.
S.E. 20TH.
ST.
S.E. 21ST.
AVE.
N
S.P.T. CO.
S.E. FRANKLIN ST.
G ST.
S.E. 17TH AVE.
ST.
LEGEND
EXISTING PAVEMENT TO REMAIN
EXISTING PAVEMENT TO BE REMOVED
NEW CONSTRUCTION

17TH & POWELL BLVD. (PORTLAND)

RE: Environmental Impact

There are few residents of southeast Portland, or other users of the urban portion of the Mt. Hood Highway, who have not experienced some delay and frustration at 17th and Powell Boulevard. The grade crossing of this heavily used street and the main line of the Southern Pacific Railroad near its Brooklyn yard is to many motorists a symbol of all that is wrong with their right to freedom of movement. To others, it is a clear inditement against all railroad operators in general in favor of the motor vehicle user. Simple logic points out that such is not the case. It can be more accurately described as a singular example of the conflict that arises when two divergent modes of transportation equally need the same place at the same time.

Historically, this dates back to the period when paved roads and rail traffic first met. It could be said that today the problem differs only in degree. However, with the weekly number of train crossings being over 450 and the daily traffic volume at approximately 35,000 vehicles, the potential for trouble is enormous. The computed capacity that would permit free flow of traffic is 30,000 vehicles, which means that congestion is common at peak periods. Accidents at this point in the past 5 years amounted to 154, with 32 of these involving personal injuries.

Time lost to motor traffic at this point has been averaged at about 2-1/2 minutes per train movement. Delays of 6 to 7 minutes are not uncommon and over 12-minute intervals have been recorded. An average delay per week, as shown by a study in December 1969, was over 17 hours, or better than two eight-hour work days. In 1961 it was estimated that the cumulative delays cost the motorist who used this crossing about $100,000. In today's scale of value, this could be $150,000. The cost to repair property damage to vehicles, arrived at by using a national average figure of $475, would amount to $73,000 in the past 5 years. Personal injury costs would add another 50 to 60 thousand dollars.

Fire equipment, ambulances and other emergency vehicles can be trapped in traffic congestion such as occurs at this location. The value of time rises rapidly in a period of emergency and, when valuable property or even human life are at stake, minutes can be of great importance. With no distant warning system available, a rush-hour traffic tie up could create a serious threat to public health or safety.

The interpretation of these data leave few practical alternatives for highway and urban planners. Various design proposals have been advanced to serve not only the needs of the motorist, but also to preserve the relative freedom of rail transportation. This line, being the only long-haul north-south rail facility in western Oregon, is of vital importance to the Portland economic community. Also, rail traffic mobility is essential for national defense.

The present proposal, when in service, would take the motor traffic on Powell Boulevard under the railroad, which for obvious reasons must be kept at grade. Not all existing traffic patterns are maintained under this plan. Some minor traffic flows will be diverted to other streets and some few city streets will, by council approval, be severed and terminated. To provide diversionary routes for side traffic entering and leaving the area, it is necessary to acquire frontage from properties along Powell Boulevard.

During the period of construction, the major flow of through traffic, which is east and west on Powell Boulevard, would be carried on parallel detours at grade on either side of the crossing. Other traffic patterns will be temporarily rerouted on existing city streets. The rail traffic will also be detoured for a period while a structure is built on the existing alignment.

With few exceptions, the right of way for construction does not exceed the area required for the finished project. A preliminary right-of-way report revealed that acquisition of land for all purposes will completely displace not over 16 operating business firms, 2 nonoperating facilities, and 5 occupied single family residences. There are five other businesses and a post office substation that will be affected by a partial taking. Some of the business firms indicate that they may be able to rebuild and continue their present operations. In Portland, the relocation

potential for both residential and commercial relocation is considered adequate.

The project area includes no parks, ecological systems of wildlife, or resource conservation features. It is not expected to produce any visual or aesthetic degradation of the environment.

Service provided by public utilities will be maintained at present levels, but some of the present locations will be shifted off Powell to adjacent streets. Drainage from the undercrossing depression will be provided by connection to existing sewer trunk lines.

No element of the local governmental entities nor establishments of any school or church facility are adversely affected.

Some economic improvement could be anticipated in local business from patronage by persons who now shun this route, but no particular change in land value is predictable.

FORM B-90 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
March 10, 1970

SUBJECT: Phase II Relocation Report
SE 12th Ave.-SE 21st Ave.
Section
Mt. Hood Highway
Multnomah County
17th & Powell

To: Mr. D. J. Barbee
Design Engineer

B U I L D I N G

Attention Mr. Donald E. Keyes
Preliminary Rural Design Supervisor

Attached is a copy of the Phase II Relocation Report on the subject section.

John R. Oakes
Assistant Right of Way Engineer

JRO:GZ

Attachment

cc R. E. Simpson/w/att.
R. L. Porter
F. B. Klaboe
Victor Wolfe
L. H. Young/w/att.
Floyd Query
H. S. Cox
R. L. Schroeder/w/att.

Routing

Barbee
Hall
A. Olson
Sample
Terpin
Swenson
1 Keyes

RECEIVED
MAR 12 1970
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott
R. Olson
Carstensen

SP 932478-794

FORM S-80 (12-67)

Oakes

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

5821 N. E. Glisan Street
March 5, 1970

SUBJECT: S.E. 12th Ave. - S.E. 21st Ave. Section
Mt. Hood Highway
Multnomah County

To: Mr. John Oakes
Assistant Right of Way Engineer
State Office Building
Salem, Oregon 97310

NOTED
JOHN R. OAKES

This letter will confirm our telephone conversation of March 3, 1970.

Fourteen (14) businesses will be displaced, plus possibly two (2) more if the building at the Southwest corner of 21st Avenue and Powell Blvd. is taken. In addition, five (5) single family residences will be displaced, affecting approximately twenty (20) people. Other single family residences shown on the map are either vacant or have a commercial use.

There are two (2) commercial locations that are within the taking but are vacant at this time. There are five (5) other businesses and one (1) Post Office substation that will be affected by partial taking; however, without a thorough investigation into each of these, it is not possible to determine if any will be required to relocate.

There is a possibility that several of the displaced businesses will be able to rehabilitate their existing facilities.

Myron E. Melick
Liaison Agent

MEM:ar

FORM 8-36 DOH 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 28, 1970

To: Don Keyes
Preliminary Rural Supervisor

B U I L D I N G

SUBJECT: Public Hearing Documentation
Mt. Hood Highway
SE 12th - SE. 22nd
Portland, Oregon
(17th & Powell)

This project will solve the immediate need of removing the railroad grade crossing at 17th Street. In addition to this, additional capacity will be required on Powell Boulevard until the Mt. Hood Freeway is constructed. The average daily traffic over this section of highway in 1969 was 28,300 vehicles. The estimated 1976 average daily traffic is 37,200 vehicles. It is assumed that the Mt. Hood Freeway will be completed during 1976. The estimated 1990 average-daily traffic is 25,500 vehicles. The computed capacity of the existing facility is 30,000 vehicles per day. However, this capacity is substantially reduced on those days that train switching excessively impedes traffic.

During the period from January 1, 1964 through December 31, 1968 the accident rate for this section of highway was 19.66 accidents per million vehicle miles. This compares with the statewide accident rate for similar types of highway of 14.88 accidents per million vehicle miles.

Public utilities which may be affected by the construction of this facility are Portland General Electric, Pacific Northwest Bell Telephone Company, Northwest Natural Gas, City of Portland Water, Traffic and Sewer Bureaus, Southern Pacific Transportation Company.

Robert L. Schroeder
Assistant Traffic Engineer

RER:bls

Routing

RECEIVED
MAR - 2 1970
DESIGN
DIVISION

Trout
Wills
Hackleman
Scott
R. Olson
Carstensen
Svenson
1 Keyes

RECEIVED
OCT 6 - 1970
FORM E-30 (12-67)
FOR FILING

7741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 5, 1970

To:

MEMO TO THE FILES

SUBJECT: S. E. 17th Avenue and Powell Boulevard (Portland)
Mt. Hood Highway
Multnomah County

NOTED
F. B. KLABOE

A combination corridor and design public hearing was held at a special recessed meeting of the City Council in Portland on the above project on June 2, 1970. The Mayor of the City of Portland, with assistance from representatives of the Highway Division, held the hearing.

The project consists of lowering a portion of Powell Boulevard to pass under the railroad tracks. Powell Boulevard will be a four-laned curbed highway with a variable width median, four 12-foot travel lanes, and three feet between the edge of the travel lane and the curb.

Study reports have been prepared for the request from the Federal Highway Administration for design approval.

Donald E. Keyes

Donald E. Keyes
Rural Design Coordinator

DEK:jp
cc: F. B. Klaboe
F. E. Terpin

RECEIVED
OCT 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ENGR. ✓ CONSTR. ✓ OE ✓ RE ✓ UE
✓ UPE ✓ OE ☐ RE ☐ RPE ☐

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor Wolfe
Frank Hall
Robert Schroeder
D. H. Moehring
Floyd Query

TOPICS

Salem, Oregon
October 5, 1970

Mr. L. H. Young
Program & Planning Section
BUILDING

Attention Mr. Robert Ellison

City Request
Design Study Approval
17th & Powell
City of Portland

Herewith the City of Portland's request for State to seek design approval from the FHWA for the pending cooperative project regarding railroad separation at 17th Avenue and Powell Boulevard.

The hearing was held jointly with the City on June 2, 1970, and the agreement among City, State, and Railroad to cooperatively finance the project is pending signature of City. The agreement will have to be supplemented to include federal and state rules and regulations regarding use of federal funds (TOPICS, $300,000+/-).

Although we have made innumerable requests for City to pursue these matters, it wasn't until October 1, 1970, that we finally got the message through to them to get with it, again explaining in detail the procedures of rights-of-way, financing, etc., as related to a project involving federal-aid; however, I am still not sure they thoroughly understand the minute details involved.

Please proceed to process this matter via the FHWA and seek design approval so we may get the initial agreement signed, rights-of-way acquired, additional agreements, and ultimate construction.

H. S. Cox
County and City Engineer

By D.N. Harwell

D. N. Harwell
Coordinating Engineer

DNH:mm

LLOYD E. ANDERSON
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

WM. S. LIND
CHIEF OF OPERATIONS
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON
97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

October 1, 1970

Re: SE 17th and Powell Grade
Separation Project -
Mt. Hood Highway

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. H. S. Cox, County and City Engineer

Gentlemen:

In connection with the above-captioned project, we wish to advise the City of Portland has studied and evaluated the testimony given at the June 2, 1970, public hearing; that it has considered the social, economic, and environmental effects of the location and design of the project; and that the City finds the project is compatible with the urban area's planned transportation system.

The City of Portland now requests the State Highway Division to seek location and design approval of the project from the Bureau of Public Roads.

Thank you.

Very truly yours,

JAMES L. APPERSON

City Engineer

CS:mw

RECEIVED
COUNTY & CITY SECTION
OCT 5 - 1970
☐ ENGR. ☑ CSOR. ☐ ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

9-30-70

STATUS REPORT

S.E. 17th AND POWELL BLVD.

COMMISSION ADOPTED FOR STUDY PURPOSES, 3-17-70

COMBINATION HEARING HELD 6-2-70

HEARING TRANSCRIPT SENT TO FHWA 8-11-70

PROGRAM & PLANNING WAITING FOR STUDY REPORTS.

DESIGN IS PREPARING STUDY REPORT BUT WAITING FOR SOCIAL, ECONOMIC AND ENVIRONMENTAL EFFECTS REPORT WHICH HAS BEEN REQUESTED OF THE CITY OF PORTLAND. IT WILL TAKE APPROXIMATELY 13 TO 15 DAYS AFTER RECEIPT OF STUDY REPORT TO GET DESIGN APPROVAL FROM FHWA.

INTENT RESOLUTION SENT TO STATE & CRAG 4-29-70
ADVISED BY STATE 5-15-70
APPROVED BY CRAG, 7-1-70

PROJECT PRESENTLY SCHEDULED 9-2-71 AND LATER.

COMM. WILL ENG. 9-30-70, COMM. APPROVED CONSTRUCTION OF PEDESTRIAN OVERPASS AT A PART OF INTERSECT.

AGREEMENTS CONSTRUCTION - FINANCE AGREE PENDING APPROVAL BY CITY. STATE AND RR SIGNED FOR THEIR 1/3 SHARE.

TOPICS AGREEMENT. PENDING CONSUMATION OF CONSTRUCTION - FINANCE AGREE.

R/W TOPICS PROJECTS ARE NORMALLY DONE ON OR WITHIN EXISTING RIGHTS-OF-WAY. SOME ADDITIONAL R/W MAY BE ACQUIRED IN SPECIFIC INSTANCES.

No programmed work at present.

RECEIVED
OCT 5 - 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7741

September 28, 1970

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

Powell Blvd. U'xing of S. E. 17th & SPRR
S.E. 12th Ave.-S.E. 21st Ave. Section
Mt. Hood Highway Multnomah County
Bridge Numbers 9917 and 9938

Enclosed are two prints each of drawing numbers 26064, 26295, 26036, and 26037 which are the vicinity map, preliminary plan and elevation, and foundation data sheets for the subject structure. Also enclosed are two copies each of the foundation report and two double letter-size sheets showing typical sections at stations "L" 109+00, 110+00 and 116+50.

This is a joint project with the State Highway Division, the City of Portland, and the Southern Pacific Transportation Company equally sharing the cost. Federal TOPICS and matching funds are both involved in this project.

The width, length, alignment and elevation were determined in accordance with the requirements established for the project. The SPRR is designing the railroad superstructure and plan on using two simple spans of prestressed concrete box beams. Because of the curvature of the 17th Street structure we propose to use a two-span continuous reinforced concrete box girder. This would be very similar in appearance to the railroad structure.

The estimated cost of the structures and retaining walls, based on approximate quantities and including an allowance for engineering and contingencies, is $1,900,000. This does not include additional railroad costs.

This is being sent to you as a preliminary submission for your approval.

Very truly yours,
ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

RECEIVED
SEP 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

JMT:dh
Enclosure
cc A. E. Johnson
L. H. Young
V. E. Skoog

ENGR. ☑ COOR. ☑ OE ☑ RE ☑ UE
☑ UPE ☑ CE ☑ RE ☑ RPE ☐

cc: R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young
D. H. Moehring
R. L. Schroeder
W. N. Bryant-FHWA

MEMO TO FILES

September 17, 1970

Re: TOPICS - City of Portland
Swan Island Access and
Right of Way Purchase with Federal Funds

On Thursday, September 17, 1970, at the request of the City of Portland, a meeting was held in Portland to discuss a proposed TOPICS project on N. Going Street (FAP Type II) at N. Greeley Avenue and to discuss the procedures that must be followed in acquiring right of way with Federal Aid (TOPICS).

The following individuals attended this meeting:

James L. Apperson, City Engineer	City of Portland
Ray N. Cruden, Design Bureau Chief	"
Wayne Oberding, Senior Engr.	"
Rags Carlson, Engr.	"
Carl Short, Associate Engr.	"
Dick Spear, Asst. Traffic Engr.	"
Carl V. Jonasson, Mgr. Industrial Projects	Port of Portland
Elmer J. Leland, Traffic Operation Engr.	FHWA
Wallace N. Bryant, Area Engr.	"
Robert L. Schroeder, Metro Engr.	OSHD
James H. Versteg, Asst. Metro Engr.	"
Kenneth A. Chatwood, Admin. Right of Way Agent	"
Louis C. Grothaus, Dist. R/W Supervisor	"
Richard Bladorn, Urban Program Engr.	"
Richard Unrein, Urban Engr.	"

The proposed TOPICS project to improve the N. Going Street access to Swan Island was a subject of discussion at a prior meeting held in Portland on March 6, 1970. At that time, the FHWA representatives stated that they would have to study traffic volume figures and other data before they could determine the eligibility of this particular project under the TOPICS program.

Mr. Cruden presented a plan scheme developed by the Port of Portland which included widening the Going Street structure over the railroad, replacing the Greeley Avenue structure, revision of the Greeley Avenue interchange, and providing grade separations at the N. Basin Avenue intersection. Providing the grade separations at N. Basin Avenue is estimated to cost $700,000 and the other improvements estimated to cost $950,000.

Mr. Cruden pointed out that the existing structure over the railroad is a 40-foot wide four lane facility carrying in excess of 17,000 vehicles per day with a large percentage of truck traffic. The proposed improvements in this area would accommodate six lanes of traffic. Under the TOPICS proposal the City would only propose to undertake the section from the westerly end of the railroad structure to the easterly side of the Greeley Avenue interchange ($950,000).

Eligibility of this improvement hinges upon determining if it is a crucial bottleneck along a street of otherwise adequate width (pp7j, PPM 21-18). If the proposed improvement would only transfer the problem to another area it would probably not qualify under the TOPICS program. Mr. Leland said the FHWA would like to review a formal request from the City of Portland which would include their reasons for justifying it for approval under TOPICS. He said that in all likelihood it would probably have to go back to Washington, D.C. for a determination because of its questionable nature and size. Mr. Apperson indicated that the City would assemble such a proposal and forward it through the State.

The City of Portland is not specifically interested in acquiring right of way with Federal funds for the N. Going Street project, but felt that with the assemblage of personnel for this meeting that this would be a good time to become acquainted with the requirements and procedures. Mr. Chatwood emphasized that there were no half-way measures in acquiring right of way with Federal funds and that the requirements were rather extensive. He gave a general run-down of procedures, touching on staff, appraisals, reviews, negotiations, relocation assistance, etc. A packet of appropriate PPM's, manuals, and aids were given to Mr. Short who handles the City of Portland's right of way matters. The City of Portland would like to acquire right of way with TOPICS funds in those instances where right of way costs are a substantial portion of a projects cost.

During this meeting, various TOPICS matters were discussed, including the 17th and Powell Blvd. project. It was pointed out that we are awaiting the City of Portland's statements regarding considering the social, economic and environmental effects of the project in conjunction with the hearing transcript. We stressed the fact that study reports, design-location approval, and the go-ahead for right of way acquisition were hinged upon receiving these statements.

Also, the lack of coordination and progress towards development of an Areawide TOPICS Plan for the Portland Urban Area was brought to attention of Mr. Apperson. He said that he would actively pursue this matter through the CRAG organization.

Richard Unrein
Urban Engineer
County and City Section

RU:ljt

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 28, 1970

AGENDA

42

Oregon State Highway Commission

Gentlemen:

You may recall that in 1966 the Southern Pacific Transportation Company, the City of Portland, and this agency initiated discussions of a railroad grade separation at 17th and Powell in the city of Portland.

The State and the Southern Pacific Transportation Company agreed to share equally whatever expenses were incurred in preliminary engineering estimates. Apparently, there was no firm meeting of the minds as to how far back these engineering expenses should apply and because of this, it has been suggested, and I so recommend, that the agreement be changed so that each organization bear its own preliminary engineering expense. As far as we can determine, these are approximately equal and this procedure would be fair to both parties. This was the plan that called for 37 1/2 percent Railroad participation; 37 1/2 percent State participation; and 25 percent City participation.

Because of complications in receiving City authority to make use of the railroad yards in the Eastmoreland area, a new understanding was drafted on October 16, 1969. This procedure in no way affects this later agreement.

This matter will be on the agenda for the September 29 meeting and your approval is requested.

10-1 Klaboe to write to SP Co.

Very truly yours,

R. L. Porter

R. L. Porter
State Highway Engineer

Sept. Agenda

RLP:fn

cc Floyd Query ✓
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
D. J. Barbee
R. L. Schroeder

NOTED
FLOYD QUERY

file mat'l sent to files

10-T

REFERRED TO
Klaboe
BY SECRETARY

Please write to Williamson & send me a copy. I discussed this today with Edwards. 7E

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 28, 1970

Oregon State Highway Commission

4Z

Gentlemen:

You may recall that in 1966 the Southern Pacific Transportation Company, the City of Portland, and this agency initiated discussions of a railroad grade separation at 17th and Powell in the city of Portland.

The State and the Southern Pacific Transportation Company agreed to share equally whatever expenses were incurred in preliminary engineering estimates. Apparently, there was no firm meeting of the minds as to how far back these engineering expenses should apply and because of this, it has been suggested, and I so recommend, that the agreement be changed so that each organization bear its own preliminary engineering expense. As far as we can determine, these are approximately equal and this procedure would be fair to both parties. This was the plan that called for 37 1/2 percent Railroad participation; 37 1/2 percent State participation; and 25 percent City participation.

Because of complications in receiving City authority to make use of the railroad yards in the Eastmoreland area, a new understanding was drafted on October 16, 1969. This procedure in no way affects this later agreement.

This matter will be on the agenda for the September 29 meeting and your approval is requested.

RECEIVED
OCT 1 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. L. Porter

Sept agenda

R. L. Porter
State Highway Engineer

RLP:fa

cc Floyd Query ✓
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
V. E. Skoog
L. H. Young
D. J. Barbee
R. L. Schroeder

NOTED
FLOYD QUERY

file mat'l sent to file

S-8706

Southern Pacific
Transportation Company

One Market Street, San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

August 19, 1970

REFERRED TO Edwards
FOR R. L. PORTER

May I have your reaction to this please ALO

IN REPLY PLEASE REFER TO
911700/311
0-0-69-25

Mr. R. L. Porter (2)
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

This refers to your letter of June 19 about cost sharing of engineering work done sometime ago on 17th and Powell and/or Bybee Boulevard in Portland.

We accept your suggestion and we will forego billing you for any such costs if you will do likewise. We would appreciate hearing from you after you have obtained approval from the Highway Commission.

It is, of course, understood that this will not apply to any costs incurred subsequent to October 16, 1969 under the Three Party Agreement which has been executed by both the State and Southern Pacific.

Yours very truly,

H. M. Williamson
JAH

Fyi

NOTED
TOM EDWARDS

RECEIVED
AUG 21 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 22 1970
FOR FILING

Maint
Cad Comp
Spec

June 19, 1970

Mr. H. M. Williamson
Chief Engineer--System
Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

Dear Mr. Williamson:

Your File: 911700/311
0-0-69-25

Reference is made to your June 1 letter concerning the starting date for the cost sharing of work done on 17th and Powell and/or Bybee Boulevard in Portland.

As you note in your letter, Kelley & Associates had performed considerable work prior to our agreement to share the costs 50-50. Also, as we stated in our May 15 letter to you, it was our impression that the starting date would be the date that the agreement between the two parties was consummated.

It now seems apparent that Southern Pacific and State viewed this matter differently and since the State incurred preliminary engineering charges immediately prior to the Kelley & Associates work that may result in the State's total costs and Railroad's total costs being approximately equal, the only ready solution appears that we cancel that part of the agreement having to do with sharing of the preliminary engineering costs and each party be responsible for its own.

While I have not discussed this with the Highway Commission, I am willing to make such a recommendation and will appreciate your reaction to it.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
F. B. Klabee
Victor D. Wolfe - 10418
V. E. Skoog
D. J. Barbee FBK:srb ms

Southern Pacific
Transportation Company

One Market Street, San Francisco, California 94105

REFERRED TO
Klaboe
BY DEPUTY STATE HIGHWAY ENGINEER

Looks like S.P. has tossed the ball back to us. Any recommendations? RLP

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

June 1, 1970

10418

IN REPLY PLEASE REFER TO
911700/311
0-0-69-25

B/wp 6/15

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Mr. Cooper:

This is in answer to your May 15 letter about preliminary engineering costs incurred by the State and this Company in connection with 17th and Powell in Portland.

In order to answer your query we have attempted to reconstruct the intent of our respective representatives which resulted in our letter of May 8, 1967 proposing that, if the agreement under consideration at that time failed to materialize, we would share such costs on a 50-50 basis. As happens too often, memories of events three years ago become clouded and not too reliable, but we will set forth below certain matters which appear pertinent to a determination of your question.

The May 8, 1967 letter was the result of a meeting held in your office on April 7 attended by Messrs. Cooper, Porter and Klaboe of the Highway Department and Messrs. Koberstein and Kruttschnitt of Southern Pacific. We were, of course, discussing a project involving grade separation at 17th and Powell and at Bybee Blvd. Also recall a meeting held in Commissioner Bowes' office the preceding day--April 6, 1967. Our notes and the printed minutes of that meeting indicate that Mr. Klaboe stated that your Department would initiate field work on the two grade separations by about May 1, 1967 in advance of execution of the agreement under discussion at that time. It was presumably in contemplation of such pending engineering work that your people suggested the sharing of costs at the April 7 meeting.

Our employment of Kelley & Associates was known at that time and, by letter of April 10, 1967 with copy to Mr. Klaboe, Kelley was instructed to send to Mr. Klaboe copies of his work on both of the grade separations. From this it might be construed that it was the intent of the parties to include in the cost sharing our work with Kelley, which commenced December 27, 1965. Such a date would be entirely satisfactory to us for use as a starting date for sharing costs incurred by either of us.

However, we note from your May 15, 1970 letter that you incurred charges to 17th and Powell just prior to our work with Kelley. Because of this, you may not believe the date of December 27, 1965 fair to your Department. If this is so, we can only look to you to suggest some earlier date which you feel would be fair to both of us, with due recognition to your inherent responsibilities for the long-range planning at Powell Blvd. because it is a state highway.

We know that you share our desire that this matter be determined in a mutually fair and equitable manner and we invite your suggestions as to a starting date and the adjustment of the figures in our February 18 letter, if appropriate.

Yours very truly,

A. M. Williamson
jm

RECEIVED
JUN 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: August 26, 1970

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project T-5025(-)
17th Ave. & Powell Blvd.
Public Corridor and Design Hearing

Receipt of the hearing transcript for the subject project transmitted with Mr. Young's August 11 letter is acknowledged. This transcript together with related correspondence indicates satisfactory compliance with Section 128, Title 23 USC and PPM 20-8 as it relates to public hearings.

It is understood that the social, economic, and environmental effects as defined under Paragraph 4c of PPM 20-8 will be considered prior to your request for location/design approval.

REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

RECEIVED
SEP 1 1970
PROGRAM & PLANNING
DIVISION

NOTED
TOM EDWARDS

RECEIVED
AUG 31 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Chase

NOTED
R. W. ELLISON

NOTED
R N CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

Hall
9-1-70

Multnomah TOPICS

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DONALD E. CLARK
NEIL GORDON

Multnomah County Oregon

BOARD OF COUNTY COMMISSIONERS
(503) 227-8411 ■ ROOM 605, COUNTY COURT HOUSE ■ PORTLAND, OREGON ■ 97204

August 11, 1970

City of Portland
City Hall
Portland, Oregon 97204
Attention: Mr. Ray Smith,
City Auditor

Oregon State Highway Department
State Highway Building
Salem, Oregon 97310
Attention: Mr. H. S. Cox,
County and City Division

Dear Sirs:

We are transmitting herewith copy of Order of the Board of County Commissioners, dated August 6, 1970, in the matter of the construction of the SE 17th Avenue and Powell Blvd. Underpass project in the City of Portland, Multnomah County, Oregon.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Dorothy Vackes
Clerk of Board

ja
Enc.

RECEIVED
COUNTY & CITY SECTION
AUG 12 1970
ENGR. COOR. OE AE UE
UPE CE RE RPE

119

BEFORE THE BOARD OF COUNTY COMMISSIONERS FOR

MULTNOMAH COUNTY, OREGON

In the Matter of the Construction of the S. E. 17th AVENUE and POWELL BLVD. UNDERPASS PROJECT in the City of Portland, Multnomah County, Oregon	ORDER

The above-entitled matter is before the Board to consider the extent to which Multnomah County will contribute to the City of Portland's cost in the construction of a highway-railroad underpass project at the intersection of S. E. 17th Avenue and Powell Boulevard; and

It appearing to the Board that the State of Oregon, the City of Portland and the Southern Pacific Company have informally agreed to the share of the costs that each of the respective parties will bear in the construction of said project; and

It further appearing to the Board that Multnomah County should contribute up to $400,000.00 of the cost shared by the City of Portland; and

Whereas, it would be appropriate at this time to formally declare the County's intentions in this regard, it is therefore

CONSIDERED AND RESOLVED that Multnomah County will pay to the City of Portland not more than the sum of $400,000.00 of the City's share of the costs of the said S. E. 17th Avenue and Powell Boulevard Project, the terms and conditions of said payment to be resolved by a written agreement to be entered into between the City and County; and it is

FURTHER ORDERED that the Director of the Department of Administrative Services, Multnomah County, Oregon, notify the Oregon State Highway Commission and the City of Portland that Multnomah County has budgeted the sum of $200,000.00 in its 1970-71 budget to meet the County's commitment to the City of Portland for the purposes hereinabove set forth.

August 6, 1 9 7 0

S E A L

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

By M. JAMES GLEASON
Chairman

By L. W. AYLSWORTH
Commissioner

By DAVID ECCLES
Commissioner

By DONALD E. CLARK
Commissioner

By _____
Commissioner

APPROVED AS TO FORM:

GEORGE VAN HOOMISSEN
District Attorney for
Multnomah County, Oregon

By WILLIS A. WEST
Willis A. West
Chief Civil Deputy

This is being sent to you in accordance with the last paragraph of the attached Order.

Order.

RECEIVED
COUNTY & CITY SECTION
AUG 12 1970
ENGR. COOR. DE AE UE
UPE CE RE RPE

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

August 11, 1970

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Attention: Mr. Glen Green

Hearing Transcript
17th Ave. & Powell Blvd.
Project T-5025(-)
Mt. Hood Highway OR 26
City of Portland
Multnomah County

Dear Sir:

In compliance with paragraph 8e of PPM 20-8, we are submitting a copy of the hearing transcript and other pertinent documents relative to the location/design hearing held on June 2, 1970, in the Council Chambers of the Portland City Hall in Portland, Oregon, covering the proposed project, S.E. 17th Ave. & Powell Blvd. (Portland) of the Mt. Hood Highway in Multnomah County.

Notice of the location/design hearing was published in the appropriate news media on April 24, 1970, May 22, 1970, and May 29, 1970.

Location/design approval will be requested as soon as the provisions of paragraph 10b of PPM 20-8 can be complied with.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enclosures

cc: R. L. Porter
Tom Edwards
F. B. Kimbee
D. J. Barbee
H. S. Cox
R. H. Chase
B. L. Gifford

RECEIVED
AUG 3 - 1970

7-30-70

7-30-70
3:15
7711

Mr. Wolfe,

3447

Bob Schroeder phoned - re the Norman G. Hosford situation, Lloyd Anderson's office is to phone him this afternoon and ~~kk~~ tell him when the City will be purchasing his property.

If you want further information, call Schroeder.

NOTED
F.B. KLABOE

NOTED
VICTOR D. WOLFE

I called Mr. Hosford
& he said they did
call & he seemed pleased
w/ arrangements. Said to
thank Mr. Klaue, etc. S.

ms

17th + Powell

Jr. Hosfork

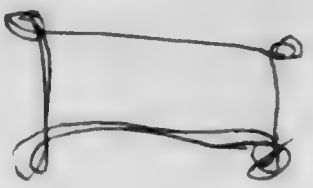
235-0426

Corner 19th + Powell

May 22 — all dese.

291

Idaho 4533



0 3 - T

Bel

RECEIVED
JUN 22 1970
FOR FILING

Maint
Cond Comp
Spec

June 19, 1970

Mr. Norman C. Hosford
1830 S. E. Powell Boulevard
Portland, Oregon 97202

3447

Dear Mr. Hosford:

Reference is made to your letter received June 8 in regard to your property at the intersection of S. E. 19th Avenue and Powell Boulevard. A copy was sent to the City of Portland since the hearing was held under its direction and also since it is anticipated that it will acquire the rights-of-way.

I believe you will find that public agencies in general take only the property actually needed for the facility and for construction purposes. The cost of acquiring partial takings of property, such as indicated in your case, would include the value of the actual taking and also damages to the remainder.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Hon. Terry Schrunk
Mayor of Portland
City Hall
Portland, Oregon 97204

Forrest Cooper
R. L. Porter
V. D. Wolfe
Floyd Query
D. J. Barbee
A. E. Johnson
D. H. Moehring

ADO:jp sr

SF 121+07.44 E.C.

SF 122+10.80 B.C.

44329-16

44329-17

44329-18

44329-19

44329-20

44329-21

44329-22

44329-23

44329-27

44329-29

44329

17th Ave. 19+61.5
N 675.4
El. 449.5

SF 110+93.10 P.I.
N 675,773.21
E 1449,530.01

SF
C.C.L.
Δ= 11°13.36"
T 93.06

379.9

N 675,311.73
SE 123

Δ= 90°00'

S. E. 19th Ave.

115

105

1090 sq. ft.

26'

30'

30'

1440'

2049-291

M. V. Bulcke
2182-313

J. Covarrubias
111-210 Sac

P. P. D. Patterson
248-576

8870 sq. ft.

J. Varrinder
569-01

2710 sq. ft.

Ramp Footings
Shop-Fly

Sig. 48 12' E

R. Hanisch et al
1701-53

8325 sq. ft.

Wf N. Porter
808-400

3947 sq. ft.

A. & M. Hanford
657-1379

3905 sq. ft.

H. & C. West
A. & M. Hanford (Q.C.)
2151-231

4946 sq. ft.

A. Golden & D. Farnsworth
476-81

R. E. Ellis
2137-576

3800 sq. ft.

BLOCK 2

TRACT

ADD.

RECEIVED
JUN 10 1970
FOR FILING

Maint
Land Comp
Ap

June 10, 1970

Mr. Norman G. Hosford
1830 S.E. Powell
Portland, Oregon 97202

Dear Mr. Hosford:

This will acknowledge your letter received June 8 in which you make suggestions concerning the S.E. 17th Avenue-Powell Boulevard Intersection on which a hearing was held in Portland June 2.

As the hearing was held under the direction of the City of Portland, we are forwarding a copy of your letter to the City and the original will be referred to the State Highway Engineer.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:cr

cc: Hon. Terry Schrunk
Mayor of Portland
City Hall
Portland, Oregon 97204

Forrest Cooper

State Highway Commission
Salem,
Oregon 97310

Attention: Mr. Floyd Query, Secretary

Re: Future Right-of-Way Acquisition and Construction of the South East 17th Avenue-Powell Boulevard Intersection on the Mount Hood Highway (US 26)

Gentlemen:

Pursuant to the requirement that a written statement be made within ten days from public hearing regarding opinions and objections to the proposed plans of the future right-of-way acquisition of the South East 17th Avenue-Powell Boulevard Intersection on the Mount Hood Highway (US 26), please be advised that the following described real property was acquired as part and parcel of one business entity and the taking of any portion thereof without a taking of the entire contiguous real property would destroy the value of any remaining real property since it would destroy the business purpose for which the same has been owned and was acquired leaving the remaining property with inadequate access for any purpose for which it was owned or acquired as well as for any other reasonable use or purpose.

The undersigned, therefore, objects to the plans and respectfully suggest that the State Highway Commission amend the same to include the taking of the following described real property, to-wit:

Lot 16 and 17 and the West 15 feet of Lot 18, Block 2, SMITH'S SUBDIVISION AND ADDITION TO EAST PORTLAND, in the City of Portland, County of Multnomah and State of Oregon.

Lot 3, Block 2, SMITH'S SUBDIVISION AND ADDITION TO EAST PORTLAND in the City of Portland, County of Multnomah, State of Oregon

NOTED
FLOYD QUERY

The West 15 feet of Lot 1 and all of Lot 2 in Block 2, SMITH'S SUBDIVISION AND ADDITION TO EAST PORTLAND in the City of Portland, County of Multnomah and State of Oregon.

Very truly yours,

Norman G. Hosford

Alonzo Hosford

Madeline Hosford

RECEIVED
JUN 8 - 1970
OREGON
STATE HIGHWAY COMMISSION

LEE JOHNSON
ATTORNEY GENERAL

DIARMUID F. O'SCANNLAIN
DEPUTY ATTORNEY GENERAL

RECEIVED
JUL 17 1970
FOR FILING

77411

DEPARTMENT OF JUSTICE
507 State Highway Building
SALEM, OREGON 97310
TELEPHONE: (503) 364-2171

July 15, 1970

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

J. BRADFORD SHILEY
ASSISTANT CHIEF TRIAL COUNSEL

WALLACE CARPENTER
LEONARD I. LINDAS
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

CLIFFORD A. ALLISON
JAMES A. BLEVINS
JAMES P. CRONAN
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
E. DAVID LADD
JAMES F. LARSON
KEITH R. MALONEY
JOHN R. McCULLOCH
FRANK C. McKINNEY
EARL M. PRESTON
GEORGE E. ROHDE
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

NOTED
R. L. PORTER

Edwards

Mr. R. L. Porter
State Highway Engineer
Room 138

Re: State, ex rel Shirley Fields v. Terry Shrunk,
Circuit Court, Multnomah County, No. 359280

Dear Mr. Porter:

This is to inform you that the City's demurrer to the above suit for a writ of mandamus was sustained. The Court has given the petitioner until August 3, 1970, to file an amended petition.

You will recall this matter involves the City entering into a three-way agreement with the State and the S.P.R.R. Co. for the construction of a grade separation at 17th and Powell in Portland.

Very truly yours,

LEE JOHNSON
Attorney General

L. I. LINDAS
Assistant Attorney General
and Counsel to Highway Division

LIL:hg

NOTED
F.B. KLABOE

NOTED
TOM EDWARDS

RECEIVED
JUL 15 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
H. S. COX

July 7, 1970

Hon. Lloyd E. Anderson
Commissioner of Public Works
City of Portland
1220 S.W. Fifth Avenue
Portland, Oregon 97204

Dear Mr. Anderson:

On July 7, 1970, the Oregon State Highway Commission approved the City of Portland's request of including $300,000 of Federal TOPICS Funds into the financing of the proposed 17th and Powell Boulevard grade separation project and also approved of canceling the previously approved TOPICS project on S.E. 82nd Avenue at S.E. Mill Street.

Attached for your information are summaries of the projects.

Very truly yours,

H. S. Cox
County and City Engineer

By NOTED RICHARD UNREIN

Richard Unrein
Urban Engineer

NOTED
HAROLD REYNOLDSON

RU:lat

Att.

NOTED
MAINOR C. HOLMES

NOTED
P. B. Arenmeier

bc F. B. Klaboe
F. B. Crandall
L. H. Young
R. L. Schroeder

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD BLADORN

NOTED
DON HARWELL

CITY OF PORTLAND
PROPOSED TOPICS PROJECT (1970 Funds)

S.E. 12th Avenue-S.E. 22nd Avenue Section of S.E. Powell Blvd. (FAP, Type II). (S.E. 17th Avenue and Powell Blvd. grade separation.) Right-of-way, grade, pave and structure. $3,300,000. ($300,000 Federal TOPICS Funds.)

Provide $300,000 in Federal TOPICS funds for financing a portion of the local government's one-third share of the cost of the S.E. 17th Avenue and S.E. Powell Blvd. grade separation project.

An agreement was approved by the Highway Commission on March 17, 1970, whereby the State Highway Division, the City of Portland, and Southern Pacific Trnasportion Company would equally share the cost of constructing this grade separation project.

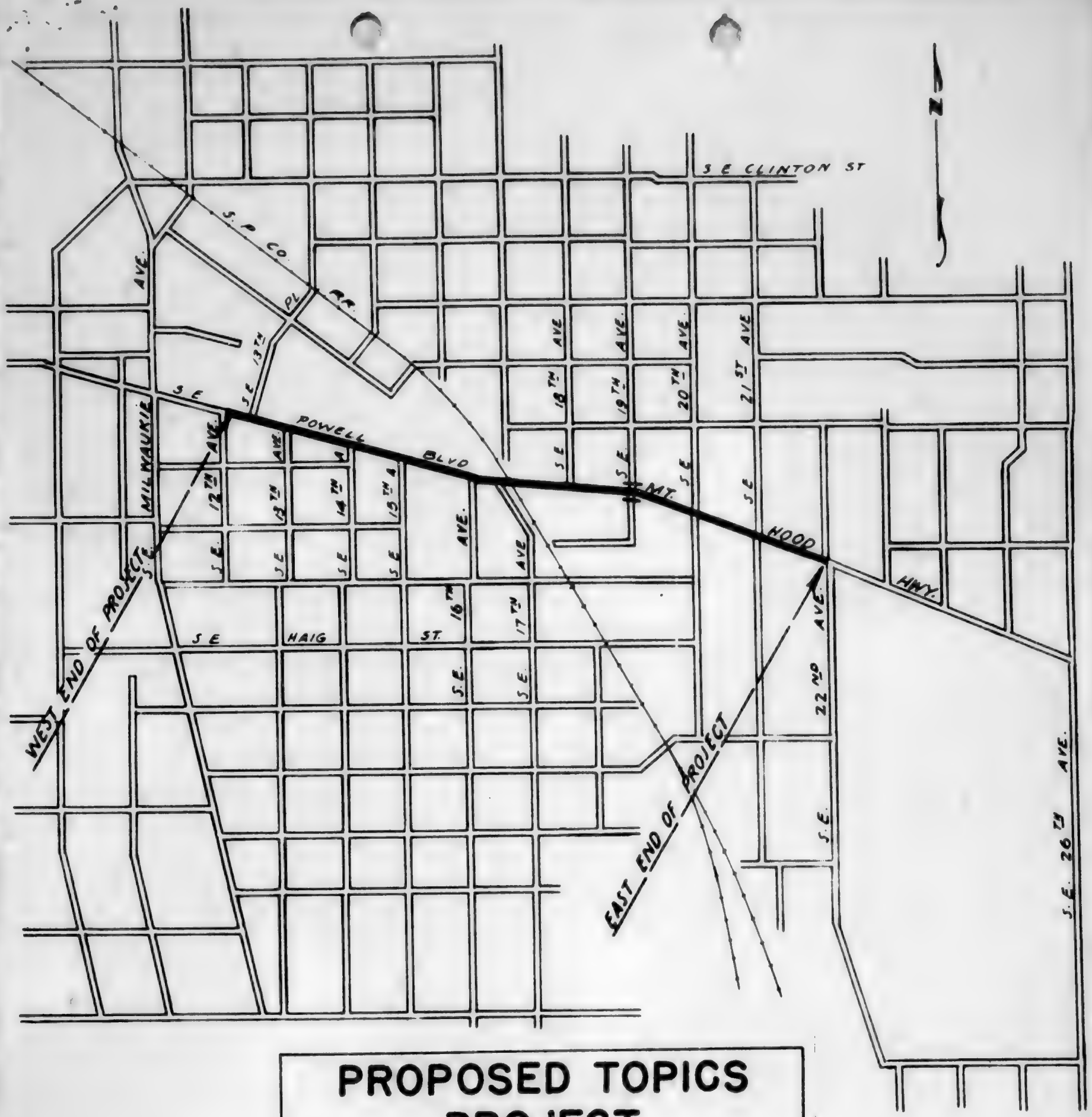
The City of Portland requests that their one-third share (est. $1,100,000) of the financing include $300,000 in Federal TOPICS funds as follows:

City of Portland (Includes $400,000 from Multnomah County)	$800,000
Federal TOPICS Funds	300,000
	$1,100,000

The normal State matching funds will be from the State's one-third share of the project and the City's normal matching funds will be from its estimated $400,000 contribution.

Corridor-design hearing scheduled for June 2, 1970.

70-d
5/21/70



PROPOSED TOPICS PROJECT

OREGON STATE HIGHWAY DIVISION

S.E. 17th AVE. & POWELL BLVD. (PORTLAND)

MT. HOOD HIGHWAY

MULTNOMAH COUNTY

NOTED
H. S. COX

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 28, 1970

RECEIVED
MAY 29 1970
ENGINEER
COUNTY & CITY DIVISION

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the June 2 meeting two requests from the City of Portland regarding the Federal-aid TOPICS program.

Portland is requesting that $300,000 in TOPICS funds be approved for use in funding a portion of the local government's one-third share of the cost of the 17th and Powell Boulevard grade separation project. No additional State funds will be involved as the State's normal matching amount will be from the State's one-third share of the project. The City's normal matching funds will be provided out of the balance of its one-third share of the project costs.

Portland is also requesting that a previously approved project ($20,500) on the Cascade Highway (82nd Avenue) at SE Mill Street be canceled as a TOPICS project. The City would like this traffic-control signal to be in operation before the start of the next school year because of a school children crossing problem at this location. Normal Federal-aid procedures and requirements would preclude this; therefore, the City is requesting this cancellation so it may proceed with a signal installation by normal procedures.

I recommend your approval and request authority for the Secretary to sign the 17th and Powell Boulevard TOPICS construction-finance agreement for and on your behalf.

Very truly yours,

Original signed
Forrest Cooper

NOTED
MARION C. HOLMES

Forrest Cooper
State Highway Engineer

cc: Floyd Query, R. L. Porter, F. B. Klaboe, Tom Edwards, V. D. Wolfe, L. H. Young, V. E. Skoog, F. B. Crandall, H. S. Cox, A. E. Johnson

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
RICHARD BLADORN

6-1-70 10:50 AM F.B.K. called and said these requests will not be presented to Comm. for approval as the 17th & Powell issue is "no dot."

CRAG

COLUMBIA REGION ASSOCIATION of GOVERNMENTS
429 S. W. 4TH AVENUE • SUITE 500 • PORTLAND, OREGON 97204 • (503) 226-4331

CLACKAMAS COUNTY, OREGON
Cities in Clackamas County

CLARK COUNTY, WASHINGTON
Cities in Clark County

MULTNOMAH COUNTY, OREGON
Cities in Multnomah County

WASHINGTON COUNTY, OREGON
Cities in Washington County

July 1, 1970

Mr. L. H. Young
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

Please be informed that the Executive Committee of the Columbia Region Association of Governments reviewed on June 19, 1970, the applications for Federal grants to assist in the development of the following highway projects:

a. Interstate 5--Pacific Highway, East Interchange

✓b. Mt. Hood Highway, Southeast 17th Avenue and Powell Blvd. Section

c. Murray Blvd., FAS 630, Washington County

d. Columbia River Bridge--UPRR Section, East Portland Freeway, Multnomah County

The Executive Committee found that each of these projects is included in the area-wide Street and Highway Plan; therefore, they recommend approval of the funds.

Sincerely yours,

Homer C. Chandler
Executive Director

HCC:jec

RECEIVED
JUL 3 1970
PROGRAM & PLANNING
DIVISION

RECEIVED
JUN 30 1970
FOR FILING
7741

3r
6-2-70

June 30, 1970

Hon. Clay Myers
Secretary of State
121 State Capitol Building
Salem, Oregon 97310

Dear Mr. Myers:

Attached for your records is a duplicate original of "Authorization Resolution No. 51," which was adopted on June 2, 1970.

This resolution authorizes Mayor Terry D. Schrunk of the City of Portland to conduct the combined City-State corridor-design hearing on the proposed project of the Mt. Hood Highway at 17th and Powell in the City of Portland.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

sj

Attachment

June 30, 1970

Hon. Terry D. Schrunk
Mayor
City Hall
Portland, Oregon 97204

Dear Mayor Schrunk:

Attached for your records is a copy of "Authorization Resolution No. 51," which was adopted on June 2, 1970.

This resolution authorizes the City of Portland to conduct the combined City-State corridor-design hearing on the proposed project of the Mt. Hood Highway at 17th and Powell in the City of Portland.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

sj

Attachment

RESOLUTION

WHEREAS, the Oregon State Highway Commission at its meeting of July 13, 1955, by "Miscellaneous Resolution No. 148" established a standard procedure to be followed on the abandonment or relocation of existing State highways within incorporated cities in accordance with the provisions of 447 Oregon Laws 1955.

WHEREAS, by said resolution certain representatives within the Highway Division were designated by the Commission to conduct public hearings on behalf of the Commission; and

WHEREAS, the City of Portland and the State Highway Commission are holding a combined corridor-design hearing at 2 p.m. on Tuesday, June 2, 1970, for the proposed TOPICS Project on the Mt. Hood Highway at 17th and Powell in the City Hall in the City of Portland; and

WHEREAS, it is deemed desirable and in the best interests of the Commission that the Mayor of the City of Portland be designated to conduct the said public hearing.

NOW, THEREFORE, BE IT AND IT HEREBY IS UNANIMOUSLY RESOLVED by this Commission as follows:

1. That Mayor Terry D. Schrunk of the City of Portland is hereby authorized on behalf of the Commission to conduct the combined City-State corridor-design hearing on the proposed project of the Mt. Hood Highway at 17th and Powell in the City of Portland.

2. That this resolution be entered in the minutes of the Commission as "Authorization Resolution No. 51," as of the 2nd day of June, 1970, and the Secretary is directed to file a duplicate original with the Secretary of State and with the City of Portland.

June 2, 1970

RECEIVED
JUN 29 1970
FOR FILING

7741

3466

June 29, 1970

Mr. Gale G. Caldwell
Gale's Machine Products
1740 S. E. Franklin Street
Portland, Oregon 97202

Dear Mr. Caldwell:

Re: 17th and Powell Boulevard Section, Mt. Hood Highway, City of Portland, Multnomah County

Reference is made to your letter of June 11 in regard to your property on the north side of S. E. Franklin Street between S. E. 19th Avenue and the Southern Pacific tracks and your property which lies between S. E. Franklin Street and S. E. Pershing Street between S. E. 19th Avenue (extended) and the Southern Pacific tracks.

I am advised that S. E. 19th Avenue must be closed under the proposed construction plan since Powell Boulevard will be depressed approximately seven feet at the present intersection. In order to provide access to the existing dead-end street area of S.E. 19th Avenue and S.E. Franklin Street, the plan includes extending 19th Avenue southerly to Pershing Street. Access would then be "south on 20th, west on Pershing, north on 19th and west on Franklin" to your frontage on Franklin Street (a two-block increased distance from Powell Boulevard). This is not as simple as your present pattern but neither is it as complicated as the route via 22nd, 21st, Lafayette, 20th, Pershing, 19th, and Franklin which you suggest is the only alternate. Access to your frontage on Pershing Street would be as at present, "south on 20th and west on Pershing". Your properties are presently on dead-end streets and will be on dead-end streets under the proposed pattern.

The possible small inconvenience to you and others along this section of Powell Boulevard in order to provide the separation of railroad and street traffic is regrettable; however, I cannot agree that the proposed change in traffic pattern constitutes justification for the public to purchase your properties.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

bc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
D. J. Barbee
A. E. Johnson
cc: City of Portland

ado:jp srb

CON PDP 106 6-24-70 11.55A

ADRIAN OLSON

ALL THE TRAFFIC MOVES CAN BE MADE AT SE 20TH AND POWELL BLVD ON THE PROPOSED PLAN. ACCESS TO SE FRANKLIN SHOULD BE CHANGED VERY LITTLE.

H VERSTEEG
LH
17
88.

OREGON STATE HIGHWAY DIVISION

Routing

Barbee — Trout
Hall — Wills
A. Olson — Hackleman
Sample — Scott
Terpin — R. Olson
Swenson — Carstensen

RECEIVED
JUN 22 1970
DESIGN DIVISION

10475

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 16, 1970

Gale's Machine Products
1740 S.E. Franklin Street
Portland, Oregon 97202

Attention: Gale G. Caldwell

Gentlemen:

This will acknowledge your letter of June 11 protesting the proposed underpass construction at S.E. 17th and Powell Boulevard on which a hearing was held in the City of Portland on June 2.

As the hearing was held under the direction of the City of Portland, we are forwarding a copy of your letter to the City of Portland and the original will be referred to the State Highway Engineer.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

ORIGINAL SIGNED
By C. W. HEAD
C. W. Head, Assistant Secretary

CWH:sj

cc Hon. Terry D. Schrunk
Mayor
City Hall
Portland, Oregon 97204

Forrest Cooper

RECEIVED
JUN 17 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

GALE'S MACHINE PRODUCTS
1740 S. E. Franklin Street,
Portland, Oregon 97202

June 11, 1970

Oregon State Highway Commission
State Highway Building,
Salem, Oregon

Subject: Protest of Underpass Construction - S. E. 17th & Powell Blvd.

Gentlemen:

We wish to protest against the proposed underpass construction at S. E. 17th & Powell Blvd. on the grounds that this new construction and the blocking off of our main entrance on south side of Powell at S. E. 19th Avenue will result in the slow strangulation and subsequent failure of our business at 1740 S. E. Franklin Street due to the fact that new customers and/or delivery personnel will not be able to easily locate our isolated business in this newly created dead area. In other words, the area bounded by (A) the new highway underpass, (B) the Southern Pacific Railroad tracks, and (c) by S. E. 20th Avenue.

The legal description of my two (2) parcels of land & buildings affected by this new construction is as follows:

A) Storage Building & Lot (1)
Smiths Subdivision & Addition EP
Lot # 15, Block # 2

B) Machine Shop & Enclosed Lot (1)
Smiths Subdivision & Addition EP
Lot 22, Block # 2 (except East 41.28 ft.)
Lot 23, Block # 2
Lot 24, Block # 2 (East 30 ft.)

The following expanded reasons are given to amplify our protest against cutting off our present access route via S. E. 19th Avenue:

A) At present our business is easily accessible from a main arterial highway (S. E. Powell Blvd.) by "turning one block south on S.E. 19th and going one block west on S. E. Franklin St. A total distance of two (2) blocks !!

B) With new underpass construction completed, it will be necessary for westerly traffic on Powell Blvd to (1) turn north on S. E. 22nd St., (2) return south on S. E. 21st Avenue thru signal light, (3) continue three blocks south to Lafayette Street, (4) turn west to 20th Avenue, (5) turn north to S. E. Pershing Street, (6) turn west on S. E. Pershing Street to S. E. 19th Ave., (7) turn north into S. E. 19th Ave., (8) turn one block west on S. E. Franklin to our shop building at 1740 S. E. Franklin St. This circuitous route will isolate us completely from new customer contacts at our plant and result in our eventual failure in this location.

C) Our present location is easily described to all new customers and contacts as " Go west on Powell and turn south into S. E. 19th Avenue."

D) Our present location is served by a two steet access via S. E. 19th Ave. and/or S. E. Pershing Street. Closure of S. E. 19th by start of construction work will allow access henceforth by S. E. Pershing St. only. Closure or stoppage of free traffic flow on S. E. Pershing during construction or at a later date will isolate our business completely and damages will be assessed.

E) At completion of underpass construction this will create a dead area in this corner without police patrol and, consequently, will be vulnerable to stealing and looting when the present residents have moved out of this undesireable area. It will, therefore degenerate into a warehousing area of cheap merchandise such as used tires, etc. No businessman will want to risk his expensive stock in such an area.

Therefore, in view of the above facts, it is proposed that the "State Highway Commission - City of Portland - Southern Pacific Railroad" Combo which desire and will benefit from said construction at the expense distressed property owners in this area should provide equal amounts of land, erect duplicate buildings and facilities in a suitable and agreeable location, and pay all moving, erection, and downtime expenses. When this has been completed to the owners satisfaction, a fair trade of property titles would be completed.

Sincerely yours,

Gale G. Caldwell

Gale G. Caldwell - Owner

RECEIVED
JUN 15 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 30 1970
FOR FILING
7741

June 29, 1970

3457

Mr. Ernest W. Woelfle
2219 S. E. 34th Avenue
Portland, Oregon 97214

Dear Mr. Woelfle:

Reference is made to your June 4 letter concerning the proposed Powell Boulevard undercrossing of the Southern Pacific Railroad.

The ground water problem was of particular concern in the investigation for this proposed facility, and a series of test holes were drilled in the area to determine what exists both as to ground water and also soil structure. I am advised the findings indicate that the facility can be adequately drained into the existing sewer pattern and will not require an expensive new drainage system.

Both overcrossings and undercrossings have been considered and the proposed undercrossing was chosen as the most acceptable alternate.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc City of Portland
bc Forrest Cooper
F. B. Klaboe
D. J. Barbee
A. E. Johnson
Victor D. Wolfe
ADO:jp ms

Routing

Durbee
Hall
A. Olson
Sample
Terp'n
Wilson

RECEIVED
JUN 17 10468
DESIGN DIVISION

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

June 10, 1970

Mr. Ernest W. Woelfle
2219 S.E. 34th Avenue
Portland, Oregon 97214

REFERRED TO
K Lubow
BY DEPUTY STATE
CHIEF ENGR

Dear Mr. Woelfle:

This will acknowledge your letter received June 8 in which you make suggestions concerning the S.E. 17th Avenue-Powell Boulevard Intersection on which a hearing was held in Portland June 2.

As the hearing was held under the direction of the City of Portland, we are forwarding a copy of your letter to the City and the original will be referred to the State Highway Engineer.

Very truly yours,

ORIGINAL SIGNED
FLOYD QUERY

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:cr

cc: Hon. Terry Schrunk
Mayor of Portland
City Hall
Portland, Oregon 97204

Forrest Cooper

RECEIVED
JUN 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

Portland, Oregon
June 4, 1970

State Highway Commission
Room 121
State Highway Building
Salem, Oregon 97310

Dear Sirs:

Regarding the proposed highway underpass at S. E. 17th and Powell in Portland, the newspaper states: "The boulevard will be depressed to pass beneath the Southern Pacific tracks with 16 feet of clearance."

Powell Boulevard between 11th and 21st Avenues lies at a lower level than do adjacent portions to the east and to the west. Has the underground water level at the lowest point in the projected underpass been measured? Surely such a depression invites the accumulation of water and probably a need for some special means of drainage.

Is an underpass less costly and more serviceable than elevation of Powell above the railway tracks?

Yours sincerely,

Ernest W. Woelfle

Ernest W. Woelfle
2219 S. E. 34th Avenue
Portland, Oregon 97214

RECEIVED
JUN 3 - 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 18 1970
FOR FILING

7741

June 17, 1970

3440

Mrs. S. J. O'Shaughnessy
3355 S. E. 14th Avenue
Portland, Oregon 97202

Dear Mrs. O'Shaughnessy:

Re: S.E. 17th Avenue and Powell Boulevard
Mt. Hood Highway (City of Portland)
Multnomah County

As requested, I am attaching a copy of the sketch map which was handed out at the recent hearing on the proposed construction of the grade separation at S.E. 17th Avenue and Powell Boulevard. This shows the proposed new construction and indicates the areas where roadways will be one way. Neither S.E. 14th Avenue nor S.E. Pershing Street will be made one way under this plan.

There will be no detour on either S.E. 14th Avenue or S.E. Pershing Street. The only traffic to be detoured in your area will be northbound traffic on S.E. 17th Avenue, which will be routed over S.E. Haig Street to Milwaukie Avenue until the new structure is completed.

I hope that this gives you the desired information.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: City of Portland

Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
A. E. Johnson - Enc.

ADO:jp srb

REFERRED TO admin BY SECRETARY

10432

3355 S.E. 14th Ave.
Portland Oregon

Dear Sirs: Regarding Powell Blvd & S.E. 82.
Would you please send a diagram showing how the traffic will be detained near our residence at 3355 S.E. 14 ave on the corner of Pershing St. also the one way access roads. We own our home and have small children. 2 feel we should be informed if a detour is planned near us.

Thank You.

Routing

Barbee
Hall
A. Olson
Sample
Terpin
Swenson

RECEIVED
JUN 9 1970
DESIGN DIVISION

Trout
Wills
Hackleman
Scott
R. Glegn
Carstensen

Mrs. J. J. O'Shaughnessy
3355 S.E. 14 Ave
Portland Ore 97202

RECEIVED
JUN 8 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 8 - 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 18 1970
FOR FILING

Macnab
Land Comp
Ap

June 17, 1970

Mr. Donald Pecorara
4522 S. E. Kelly Street
Portland, Oregon 97206

3439

Dear Mr. Pecorara:

Re: 17th and Powell Boulevard, Mt. Hood Highway
(City of Portland), Multnomah County

Reference is made to your letter of June 5 in regard to your house at 1735 S. E. Franklin Street in Portland.

I am advised that it will be necessary to detour the railroad during construction of the grade separation structure for Powell Boulevard and that this will temporarily move the track from a distance of 105 feet from the front of your house to a distance of 80 feet.

In construction of Powell Boulevard under the railroad, it will be necessary for Powell to be depressed approximately seven feet at the present intersection with 19th Avenue, making a revised intersection impossible. To provide an alternate access to the several properties along Franklin Street, which are presently served by this intersection, S. E. 19th Avenue has been extended southerly to S. E. Pershing Street. This will allow access to S. E. 20th and to Powell with approximately two additional blocks of travel over your present route and will bring you to an intersection which should be no worse than if the project were not built and you retained your present access. Also, by routing around to S. E. 21st, you could have benefit of a signalized intersection--an option which you do not have at present.

There will be pedestrian ramps provided for crossing under the railroad on both the north and south sides of Powell Boulevard and a sidewalk will be provided on the structure which will carry northbound 17th Avenue traffic over Powell Boulevard.

It would not appear that any permanent damage or reduction in value to your property can be attributed to this project and, while we regret any inconvenience that the proposed construction will cause you and many others in the area, we cannot agree that it constitutes a justification for the public to purchase your property.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: City of Portland
Forrest Cooper
R. L. Porter
Victor D. Wolfe
D. J. Barbee
D. H. Moehring
A. E. Johnson - Enc.

ADO:jp srb

SF 118+93.10 P.I.
N 675,773.21
E 1,449,530.01

44329-16 44329-17 44329-18 44329-19 44329-20 44329-21

115

7,710 ± | 8870 ± | 8325 ± | 3947 ± | 3803 ± | 4846 ± |

I. Verrinder 569-8

P & D. Patterson 248-576

R. Hanisch et al 1701-58

W & N. Porter 808-400

A & M. Hosford 657-1379

E & C. West
A & M. Hosford (C.P.)
2151-231

44329-27

J. Cavanough 171-218 '64

Temp. Easm. Shoo-Fly

S 16° 48' 12" E

Detour Track

Exist'g Track

SF 121+07.44 E.C.

S 28° 02' 00" E

44329-9

44329-10

44329-8

17th AVE. 13+61.3
N 675,411.41
E 1,449,5[illegible]

Pedomaru 1135

S M I T H S T.

A. Golden & D. Farnsworth 476-81

105

80'

105'

SF 122+10.88 B.C.

S.E. Franklin St.

44329-23

44329-29

SF 123+11.73
N 675,311.73

SF C.C.L.
Δ = 11° 13' 36"
R = 93.06

44329-22

M.K. Gulcke 2182-313

2049-402

A D

30'

G450±

Temp. Easm. Shoo-Fly

REFERRED TO
Admin
BY SECRETARY

4522 S.E. Kelly St.
Portland, Oregon - 97206
June 5, 1970

RECEIVED
JUN 9 1970
DESIGN
DIVISION

Barbee, Hall, A. Olson, Sample, Terpin, Swenson, Trout, Willis, [illegible]35, Scott, R. Olson, Carstensen

Oregon State Highway Commission
Room 121 - State Highway Bldg.
Salem, Oregon - 97310

Subject: Legal Description of Property:
Lot 13 Block 2 Smith's Subdivision and addition to East Portland, City of Portland, Multnomah County, Portland, Oregon.

Gentlemen:

This letter is to inform you of the situation you are proposing concerning my property when you start construction of the proposal SE 17th Ave. & Powell Blvd. underpass.

My house is located at 1735 SE Franklin St. on the North side of the street. It is one of two houses you DO NOT intend to remove. I feel you are unaware of the detriment this would cause these two homes. One fact, of course, is the VALUE of my property and our home would be worthless as our front door would be within 50-ft. of the mailine of the Southern Pacific Railroad and as you know, this alone, would be unbearable to tolerate. The trains blow their horns & whistles constantly from the time they leave Brooklyn Yard till they cross the Broadway Bridge. Switching is done 24-hours a day from Brooklyn yard to as far North as Powell Blvd. and back-again into Brooklyn Yard. The noise and vibration are unbearable. Also, this vibration would loosen the construction of our house and we would be constantly trying to upkeep your damage.

Secondly, you intend to remove the pavement and Dead End SE 19th Ave. which is our only access to SE Powell Blvd. We would then have to go approximately six blocks South & East to get to SE 20th Ave., and even when this is accomplished, after arriving at SE 20th Ave., and with approximately 35,000 cars passing daily, it would be impossible to cross Powell to go to work. Also as a pedestrian, my five-year old child and wife would find it impossible to cross Powell Blvd. to go to school or shopping. If you have in mind for us to go up to SE 21st Ave. where a signal is installed, please look at the map and you shall see, we would have to go South as far as Lafeyette St., East from 17th to 21st Ave. and then North to Powell which is approximately 11 blocks just to cross Powell, to get to work, school & shopping, when Powell Blvd. is right against my backyard.

Also, for the next 2 to 3 years while this construction is underway, the detour you would have to make to accommodate the present traffic, would be the Railroad within 50-ft. of the front door and the Powell Blvd. traffic butted up against my backyard.

We feel it is your obligation to CONDEMM my property and remove the two houses in question as this would be a dangerous hazardous to you, during and after construction, and ourselves to live in this area under this environment. We sincerely feel you have completely destroyed the value of our home and property and no one could possibly be expected to live here under these conditions.

Yours very truly,

MR. & MRS. DONALD PECORARA

RECEIVED
JUN 5 - 1970
FOR FILING

7741

June 5, 1970

Mr. Kenneth D. Fennell
1881 SW Edgewood Road
Portland, Oregon 97201

Dear Mr. Fennell:

In reply to your letter of May 29, a public hearing was conducted in the Portland City Hall on June 2 at which time a plan for an underpass project at 17th Avenue and Powell Boulevard was presented. I am enclosing a copy of the map showing the proposed project. From the reaction at the public hearing, it appears that the program is making headway.

I am taking the liberty of forwarding your letter to the Portland City Council so it may be included in the official transcript of the hearing. If you desire to say more on this project, you have ten days from the date of the public hearing to address a letter to the Portland City Council.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Victor D. Wolfe
Administrative Assistant

Enc.

(JJE)mc
bc Forrest Cooper
R. L. Porter
John J. Earley

REFERRED TO
admin
BY SECRETARY

10415

May 29,1970

Porter

State Highway Commission
Room 121
Sate Highway Building
Salem, Oregon, 97310

Gentlemen:

I note in today's paper that you have requested reactions to the deplorable traffic snarls caused by the Southern Pacific Tracks on Powell Blvd.

This comedy act between SP and the people has been going on ever since I can remember.....45 years, or more.

I seriously wonder if anything will ever be done about it. What do you think?

Sincerely yours,

Kenneth D. Fennell

Kenneth D. Fennell

RECEIVED
JUN 3 1970
OFFICE OF
PUBLIC INFORMATION

RECEIVED
JUN 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 1 - 1970
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JUN 1 - 1970
FOR FILING
7741

May 28, 1970

Oregon State Highway Commission

Gentlemen:

There will be on the agenda for the June 2 meeting two requests from the City of Portland regarding the Federal-aid TOPICS program.

Portland is requesting that $300,000 in TOPICS funds be approved for use in funding a portion of the local government's one-third share of the cost of the 17th and Powell Boulevard grade separation project. No additional State funds will be involved as the State's normal matching amount will be from the State's one-third share of the project. The City's normal matching funds will be provided out of the balance of its one-third share of the project costs.

Portland is also requesting that a previously approved project ($20,500) on the Cascade Highway (82nd Avenue) at SE Mill Street be canceled as a TOPICS project. The City would like this traffic-control signal to be in operation before the start of the next school year because of a school children crossing problem at this location. Normal Federal-aid procedures and requirements would preclude this; therefore, the City is requesting this cancellation so it may proceed with a signal installation by normal procedures.

I recommend your approval and request authority for the Secretary to sign the 17th and Powell Boulevard TOPICS construction-finance agreement for and on your behalf.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: Floyd Query
R. L. Porter
F. B. Klaboe
Tom Edwards
V. D. Wolfe
L. H. Young
V. E. Skoog
F/ B. Crandall
H. S. Cox
A. E. Johnson

RU:mms sr

Pulled from agenda per Mr. Klaboe 6-1-70 BV

FORM E-30 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 25, 1970

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Proposed TOPICS Project and Cancellation

Attached are twelve copies each of tabulations describing a newly proposed project and cancellation of a former proposal for the TOPICS program in Portland.

The first tabulation is for Highway Commission approval of utilizing $300,000 in Federal TOPICS Funds to aid local government in meeting its one-third share of the 17th and Powell Boulevard grade separation project. No additional State Funds will be required by this approval.

The other Portland tabulation is for the cancellation of the Cascade Highway (82nd Avenue) @ SE Mill Street traffic signal project which was approved by the Highway Commission on February 3, 1970. No charges were made against this project.

If satisfactory, these tabulations should be presented to the Highway Commission for approval at the June 2 meeting. A draft of a suggested letter to the Commission is attached.

Richard Unrein
Urban Aid Engineer
County and City Department

RU:mm

Att: Tab. 70-d

RECEIVED
MAY 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

BP 52479-734

SUMMARY, TOPICS FUNDS
Fiscal Year 1970 Projects

CITY	SECTION	PROGRAMMED AMOUNT	STATE COST
PORTLAND	S. E. 12th Avenue-S. E. 22nd Avenue, S. E. Powell Blvd. Grade, pave and structure	$500,000 ($300,000 Fed. funds)	($100,000)
	TOTAL NEW PROJECTS	$500,000	----
Cancellation of Previously Approved Project			
PORTLAND	Cascade Highway @ S. E. Mill Street Signal (Approved by Highway Commission 2/3/70)	$20,500	$4,100
	TOTAL CANCELLATION	$20,500	$4,100
	TOTAL	$479,500	$4,100 CR

SUMMARY BY FISCAL YEAR	1970	TOTAL
Allocated Funds	$2,743,000	$2,743,000
Approved Projects (corrected to date)	704,200	704,200
	$2,038,800	$2,038,800
Unprogrammed Balance	479,500	479,500
Projects Proposed 6/2/70	$1,559,300	$1,559,300
Unprogrammed Balance		

70-d
5/22/70

CITY OF PORTLAND
PROPOSED TOPICS PROJECT (1970 Funds)

S.E. 12th Avenue-S.E. 22nd Avenue Section of S.E. Powell Blvd. (FAP, Type II). (S.E. 17th Avenue and Powell Blvd. grade separation.) Right-of-way, grade, pave and structure. $3,300,000. ($300,000 Federal TOPICS Funds.)

Provide $300,000 in Federal TOPICS funds for financing a portion of the local government's one-third share of the cost of the S.E. 17th Avenue and S.E. Powell Blvd. grade separation project.

An agreement was approved by the Highway Commission on March 17, 1970, whereby the State Highway Division, the City of Portland, and Southern Pacific Trnasportion Company would equally share the cost of constructing this grade separation project.

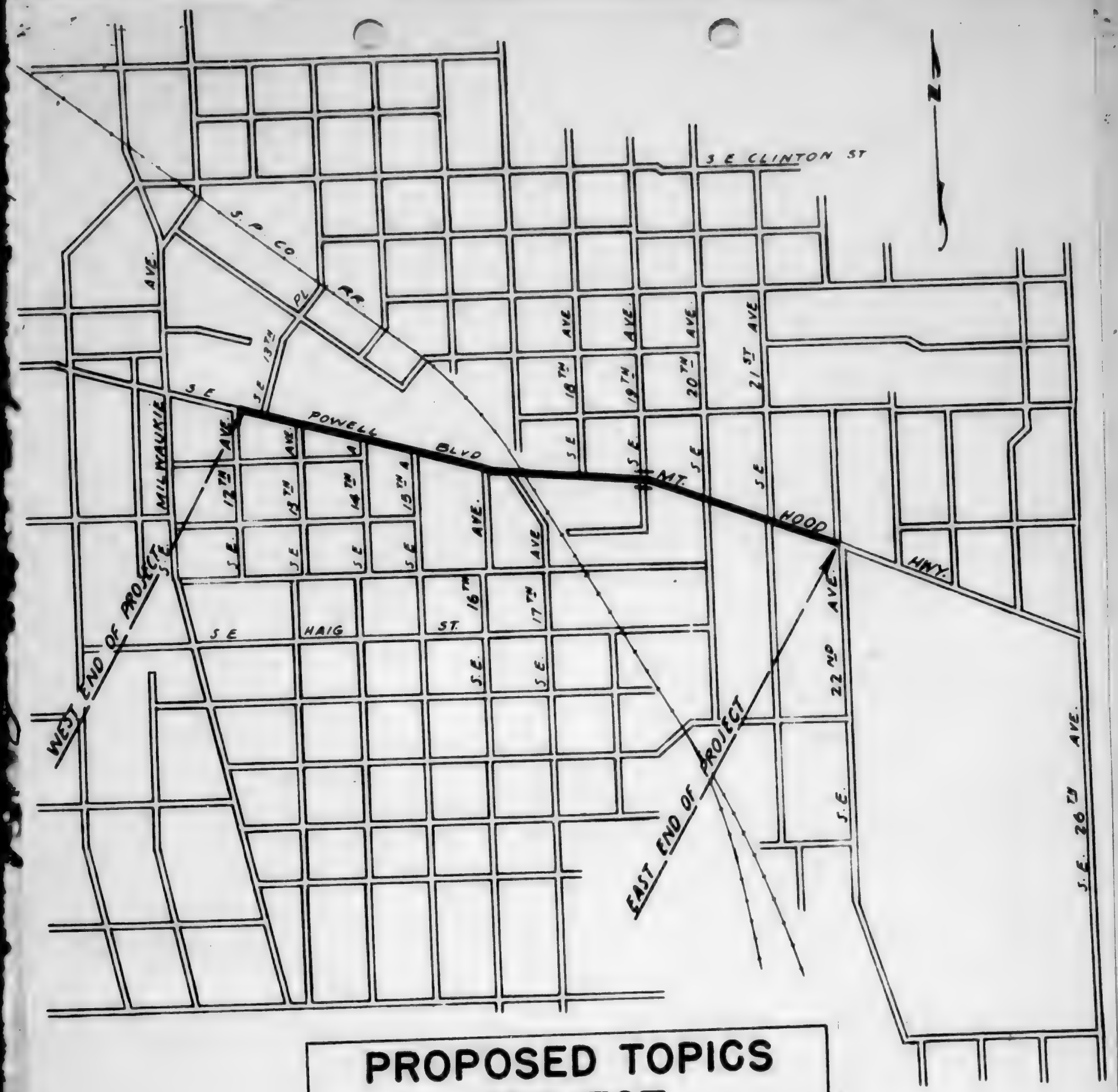
The City of Portland requests that their one-third share (est. $1,100,000) of the financing include $300,000 in Federal TOPICS funds as follows:

City of Portland (Includes $400,000 from Multnomah County)	$800,000
Federal TOPICS Funds	300,000
	$1,100,000

The normal State matching funds will be from the State's one-third share of the project and the City's normal matching funds will be from its estimated $400,000 contribution.

Corridor-design hearing scheduled for June 2, 1970.

70-d
5/21/70



PROPOSED TOPICS PROJECT

OREGON STATE HIGHWAY DIVISION

S.E. 17th AVE. & POWELL BLVD. (PORTLAND)

MT. HOOD HIGHWAY

MULTNOMAH COUNTY

CITY OF PORTLAND
TOPICS PROJECT CANCELLATION (1970 Funds)

Cascade Highway (FAP 41, Type I) at S.E. Mill Street, Traffic control signal, $20,500.

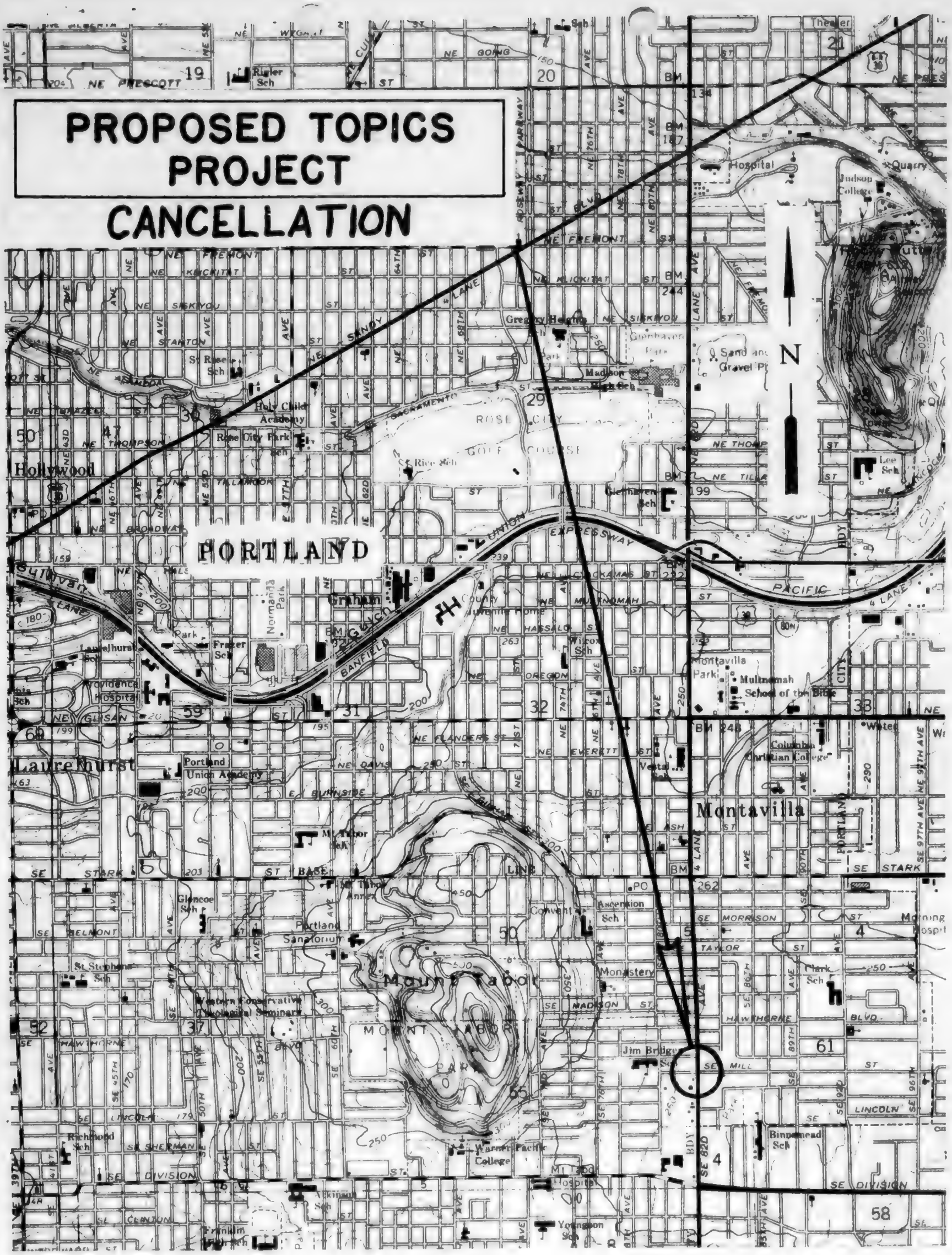
This project was approved by the Highway Commission at the February 3, 1970 meeting. The City of Portland is concerned with installing the traffic control signal before the start of the next school year because of a school children crossing problem at this intersection. Normal Federal Aid procedures and requirements would preclude providing the installation by this date, therefore, the City has requested that the TOPICS project be canceled and that City crews install the proposed signal and share the cost with the State on our normal 50%-50% basis.

No charges have been made against this proposed TOPICS project.

70-d
5/21/70

PROPOSED TOPICS PROJECT

CANCELLATION



cc: R. L. Porter
F. B. Klaboe
V. D. Wolfe
L. H. Young
D. J. Barbee
A. E. Johnson
Floyd Query

RECEIVED
MAY 28 1970
PROGRAM & PLANNING
DIVISION

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 27, 1970

Mr. Ray Cruden, Chief
Bureau of Design
City Hall
Portland, Oregon 97204

Dear Mr. Cruden:

Regarding the combined City-State corridor-design hearing to be held on Tuesday, June 2, 1970, for the proposed TOPICS project on the Mt. Hood Highway at 17th and Powell, we have previously forwarded for your use in conducting the hearing various items, documents, brochures, etc.

Herewith are reduced size hearing maps for your use similar to those to be used at the hearing and registration cards to be filled out by persons attending the hearing.

Representatives of the Highway Division and possibly of the Bureau of Public Roads will attend the hearing.

After the ten days have elapsed for receiving additional written statements, please send this office at least 100 copies of a typewritten verbatim transcript of the formal public hearing. In addition, we will also require the following:

1. Copies of all correspondence in connection with the hearing.

2. A statement that the City has studied and evaluated the testimony given at the public hearing; that it has considered the social, economic, and environmental effects of the location and design of the project; and that the City finds that the project is compatible with the urban area's planned transportation system.

3. A statement that the City does request the State Highway Division to seek location and design approval of the project from the Bureau of Public Roads.

If you have any questions or need further information or clarification, please call or write.

Very truly yours,

Forrest Cooper
State Highway Engineer

By D N Harwell
for H. S. Cox
County and City Engineer

NOTED
R. N. CHASE

DNH:mm
Encl.

R. W. ELLISON

RECEIVED
JUN 1 - 1970
FOR FILES
7741

Southern Pacific
Transportation Company

One Market Street, San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

May 27, 1970

IN REPLY PLEASE REFER TO

911700/311
0-0-69-25

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
Assistant State Highway Engineer

Dear Sir:

This refers to your letter of April 24 in connection with the 17th and Powell Boulevard Underpass in Portland.

As requested, the plans previously furnished have been modified to incorporate a revision of the handrail.

A new set of mylars is being forwarded to you under separate cover with an extra copy of this letter. Sheets 1, 2 and 4 now bear a revision date of May 7, 1970. Sheet 3 bears the original date of January 14, 1970 and Sheet 5 is dated May 7, 1970.

sent to Barker 5-28

Yours very truly,

H. M. Williamson
jaj

F. B. KLABOE
N O L O N

RECEIVED
MAY 29 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORMER
MAY 22 1970
FOR FILE

OREGON STATE HIGHWAY DIVISION

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 22, 1970

Mr. Ray Cruden, Chief
Bureau of Design
City Hall
Portland, Oregon 97204

NOTED
R. L. PORTER

Dear Mr. Cruden:

Pursuant to the pending agreement between City and State, and various matters of correspondence and discussions between State and City personnel, herewith you will find 29 original option forms in sextuplet covering right-of-way acquisition on the S.E. 12th Avenue-S.E. 21st Avenue (17th and Powell) Section of the Mt. Hood Highway in the City of Portland, Multnomah County.

Please be informed that City must obtain whatever rights that are necessary to fill the basements of any buildings that may conflict with the right-of-way. Please find four prints of map #9B-7-9 pertaining to this area and bearing date of May 20, 1970. We trust this information will be satisfactory to your needs in the acquisition of rights-of-way on this project pursuant to agreement, discussions, and related correspondence.

If further questions should arise pertaining to this acquisition, please contact Metropolitan Office, Right-of-way Department, Mr. John Scott, Supervisor, phone 235-8911.

We wish to emphasize the fact that no acquisition can be negotiated prior to the scheduled public hearing and design approval of the Bureau of Public Roads. This is in compliance with Federal rules and regulations and in no event should you deviate from this procedure.

Very truly yours,

Forrest Cooper
State Highway Engineer

By: D. N. Harwell
for H. S. Cox
County and City Engineer

DNH:ljt
Attachments

cc: R. L. Porter
F. B. Klaboe
D. H. Moehring
D. J. Barbee
A. E. Johnson
John Scott

RECEIVED
MAY 2[illegible] 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

May 21, 1970

17th + Powell

SUBJECT: OPTIONS
S.E. 12th Avenue-S.E. 21st Ave.Sec.
Mt. Hood Highway
Multnomah County

To: Mr. H. S. Cox
County & City Engineer
BUILDING

Attached you will find 29 original option forms in sextuplet covering right of way to be acquired in connection with S. E. 12th Avenue - S. E. 21st Avenue Section of the Mt. Hood Highway in Multnomah County. This contract is scheduled for letting on March 4, 1971.

The city should be notified to obtain whatever rights that are necessary to fill the basements of buildings that conflict with the right of way.

Enclosed for your information are copies of the Authorization List and Mr. Hall's letter of May 18, 1970.

We are forwarding under separate cover four prints of map 9B-7-9 covering this area and bearing our date of May 20, 1970.

To City 5/22-70

File No.	Name	Area		
44329-1	Mary Larsen & Saverina Laughlin	240	sq. ft.	
44329-2	Jerry & Marie Nizich	300	sq. ft.	
44329-3	Waco Scaffold & Equipment Co.	200	sq. ft.	
44329-4	Union Oil Co. of California	4050	sq. ft.	P-1
		575	sq. ft.	P-2(T.Ease.)
44329-5	Philip V. & Angela Sunseri	6320	sq. ft.	P-1
		15925	sq. ft.	P-2
		16280	sq. ft.	P-3
		550	sq. ft.	P-4(T.Ease.)
		1050	sq. ft.	P-5 " "
44329-6	David & Fanny Turtledove (Stuart & Hazel Brown,C.P.)	5080	sq. ft.	P-A
		235	sq. ft.	P-B(T.Ease.)
44329-7	Carl Stewart Johnson	3100	sq. ft.	P-A
		625	sq. ft.	P-B(T.Ease.)
44329-8	Edward & Viola Zakrzewski	860	sq. ft.	P-A
		280	sq. ft.	P-B " "
44329-9	Daniel E. & Emma Yeazel	560	sq. ft.	P-A
		275	sq. ft.	P-B " "
44329-10	Donald & Beulah Corkum	525	sq. ft.	P-A
		250	sq. ft.	P-B " "

RECEIVED
MAY 21 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

NOTED
DON HARWELL

44329-11	Martha Reinmann et al	125	sq. ft.	
44329-12	Lucy Monfils	1260	sq. ft.	P-A
		1050	sq. ft.	P-B
44329-13	Time Petroleum Co.	4270	sq. ft.	
44329-14	Harry & Gwendolye Emslie	25	sq. ft.	
44329-15	Irene & Lawrence Cheldelin	100	sq. ft.	(T.EASE.)
44329-16	Ida T. Verrinder	7710	sq. ft.	
44329-17	Phillip & Dorothy Patterson	8870	sq. ft.	
44329-18	Robert E. Hanisch et al	8325	sq. ft.	
44329-19	Walter & Hulda Porter	3947	sq. ft.	
44329-20	Alonzo & Madeline Hosford	3803	sq. ft.	
44329-21	Henry C. & Carol West	4846	sq. ft.	
44329-22	Anna M. Golden & Donald Farnsworth	1890	sq. ft.	
44329-23	Maria Van Den Bulcke	6450	sq. ft.	
44329-24	Robert A. & Frank A. Bitar	9800	sq. ft.	
44329-25	Salvatrice Piazza	5720	sq. ft.	
44329-26	Louis Gold et al	600	sq. ft.	P-A
		500	sq. ft.	P-B (T.Ease.)
44329-27	James & Carmela Cavanaugh	32	sq. ft.	P-A
		0.1	acre	P-B " "
44329-28	Philip & Mildred I. Walter	0.01	acre	" "
44329-29	B. B. & Marie C. Kunkle	0.02	acre	" "

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AC:bjb
Enc. 29 options, Auth. list & letter

cc: A. E. Johnson
John Scott

Enclosed for your information are copies of the Authorization List and Mr. Hall's letter of May 18, 1970.

We are forwarding under separate cover four prints of map 9B-7-9 covering this area and bearing our date of May 20, 1970.

File No.	Name	Area		
44329-1	Mary Larsen & Saverina Laughlin	240	sq. ft.	
44329-2	Jerry & Marie Nizich	300	sq. ft.	
44329-3	Waco Scaffold & Equipment Co.	200	sq. ft.	
44329-4	Union Oil Co. of California	4050	sq. ft.	P-1
		575	sq. ft.	P-2 (T.Ease.)
44329-5	Philip V. & Angela Sunseri	6320	sq. ft.	P-1
		15925	sq. ft.	P-2
		16280	sq. ft.	P-3
		550	sq. ft.	P-4 (T.Ease.)
		1050	sq. ft.	P-5 " "
		5080	sq. ft.	P-A
44329-6	David & Fanny Turtledove (Stuart & Hazel Brown, C.P.)	235	sq. ft.	P-B (T.Ease.)
44329-7	Carl Stewart Johnson	3100	sq. ft.	P-A
		625	sq. ft.	P-B (T.Ease.)
44329-8	Edward & Viola Zakrzewski	860	sq. ft.	P-A
		280	sq. ft.	P-B " "
44329-9	Daniel E. & Emma Yeazel	560	sq. ft.	P-A
		275	sq. ft.	P-B " "
44329-10	Donald & Beulah Corkum	525	sq. ft.	P-A
		250	sq. ft.	P-B " "
44329-11	Martha Reinmann et al	125	sq. ft.	
44329-12	Lucy Monfils	1260	sq. ft.	P-A
		1050	sq. ft.	P-B
44329-13	Time Petroleum Co.	4270	sq. ft.	
44329-14	Harry & Gwendolye Emslie	25	sq. ft.	
44329-15	Irene & Lawrence Cheldelin	100	sq. ft.	(T.EASE.)
44329-16	Ida T. Verrinder	7710	sq. ft.	
44329-17	Phillip & Dorothy Patterson	8870	sq. ft.	
44329-18	Robert E. Hanisch et al	8325	sq. ft.	
44329-19	Walter & Hulda Porter	3947	sq. ft.	
44329-20	Alonzo & Madeline Hosford	3803	sq. ft.	
44329-21	Henry C. & Carol West	4846	sq. ft.	
44329-22	Anna M. Golden & Donald Farnsworth	1890	sq. ft.	
44329-23	Maria Van Den Bulcke	6450	sq. ft.	
44329-24	Robert A. & Frank A. Bitar	9800	sq. ft.	
44329-25	Salvatrice Piazza	5720	sq. ft.	
44329-26	Louis Gold et al	600	sq. ft.	P-A
		500	sq. ft.	P-B (T.Ease.)
44329-27	James & Carmela Cavanaugh	32	sq. ft.	P-A
		0.1	acre	P-B " "
44329-28	Philip & Mildred I. Walter	0.01	acre	" "
44329-29	B. B. & Marie C. Kunkle	0.02	acre	" "

Copy of this to City 5.22.70

Earl F. Saling

EARL F. SALING
Right of Way Office Manager

AC:bjb
Enc. 29 options, Auth. list ~~& letter~~

cc: A. E. Johnson
John Scott

dod

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1970

SUBJECT:

To:
Mr. D. H. Moehring
Right of Way Engineer
BUILDING

S. E. 12th Ave. - S. E. 21st Ave.
Section
Mt. Hood Highway
Multnomah County

Powell Blvd.

Attached are 29 Files (42 parcels) and an authorization for the subject section.

The City of Portland is to purchase the right of way for this project which is scheduled for March 4, 1971.

The City should also be notified to obtain whatever rights that are necessary to fill the basements of buildings that conflict with the right of way.

John Barbee says OK to use
State Option Forms

D. J. Barbee
Design Engineer

By Frank L. Hall

Frank L. Hall
Assistant Design Engineer

FOS:hc

Attachments

NOTED
M. R. MITCHELL

Form E-353 (Rev. 12-68)

Oregon State Highway Department
DESIGN DIVISION

Sheet No. 1 of 2

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Ready to Hy 5-22-70

Highway Mt. Hood County Multnomah

Unit Survey Approved

Section S. E. 12th Ave. - S. E. 21st Ave. Sta. 100+00 Sta. 121+00

R/W Map No. 9B-7-9

Cost Distribution

File No.	NAME	CONTROL ACCESS: Complete	Limit Use	Limit Loc.	None	ACTION: Purchase	Lease	Easement	Encroach	Sale	PURPOSE: R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
44329-1	Mary Larsen & Saverina Laughlin	X				X					X					
44329-2	Jerry Nizich & Marie Nizich	X				X					X					
44329-3	Waco Scaffold & Equipment Co.	X				X					X					
44329-4	Union Oil Co. of California	X				X		X			X	Grad. & Shap.				
44329-5	Philip V.Sunseri & Angela Sunseri	X			X	X		X			X	Grad. & Shap.				
44329-6	David & Fanny Turtledove(S.L.& H.Brown,C.P.)				X	X		X			X	Grad. & Shap.				
44329-7	Carl Stewart Johnson				X	X		X			X	Grad. & Shap.				
44329-8	Edward Zakrzewski& Viola K. Zakrzewski				X	X		X			X	Grad. & Shap.				
44329-9	Daniel E. & Emma E. Yeazel				X	X		X			X	Grad. & Shap.				
44329-10	Donald C. & Beulah B. Corkum				X	X		X			X	Grad. & Shap.				
44329-11	Martha Reinmann et al				X	X					X					
44329-12	Lucy Monfils				X	X		X			X	Detour				
44329-13	Time Petroleum Co.				X	X					X					
44329-14	Harry W. & Gwendolye P. Emslie				X	X					X					
44329-15	Irene & Lawrence Vernon Cheldelin				X			X				Grad. & Shap.				
44329-16	Ida T. Verrinder	X				X					X					
44329-17	Phillip W.& Dorothy E. Patterson	X				X					X					
44329-18	Robert E. Hanisch et al	X				X					X					

Submitted Floyd O. Scott Floyd O. Scott Date MAY 18 1970
R/W Description Engineer

Approved Date
Assistant Design Engineer

Approved Date
R/W Engineer

Form E-813 (Rev. 12-68)

Oregon State Highway Department
DESIGN DIVISION

Sheet No. 2 of 2

AUTHORIZATION TO NEGOTIATE FOR RIGHT OF WAY

Highway Mt. Hood County Multnomah

Unit Survey Approved

Section S. E. 12th Ave. - S. E. 21st Ave. Sta. 100+00 Sta. 121+00

R/W Map No. 9B-7-9
Cost Distribution

File No.	NAME	CONTROL ACCESS				ACTION					PURPOSE					
		Complete	Limit Use	Limit Loc.	None	Purchase	Lease	Easement	Encroach	Sale	R/W	Stock Pile	Maintenance	Gravel Pit	Quarry	Park
44329-19	Walter M. & Hulda M. Porter	X				X					X					
44329-20	Alonzo Hosford & Madeline Hosford	X				X					X					
44329-21	Henry C.& CarolC.West(Alonzo & M.Hosford,C.P.)	X				X					X					
44329-22	Anna M. Golden & Donald A. Farnsworth				X	X					X					
44329-23	Maria VanDen Bulcke				X	X					X					
44329-24	Robert A. & Frank A. Bitar				X	X					X					
44329-25	Salvatrice Piazza				X	X					X					
44329-26	Louis Gold et al				X	X		X			X	Grad.& Shap.				
44329-27	James Cavanaugh & Carmela V. Cavanaugh				X	X		X			X	R.R. Shoofly				
44329-28	Philip H. Walter & Mildred I. Walter				X			X				R.R. Shoofly				
44329-29	B. B. Kunkle & Marie C. Kunkle				X			X				R.R. Shoofly				

Submitted Floyd O. Scott Floyd O. Soctt Date MAY 18 1970
R/W Description Engineer

Approved Date
Assistant Design Engineer

Approved Date
R/W Engineer

1973 Honolulu — TOPICS

bc: D. H. Hoehring
A. E. Johnson

NOTED
H. S. COX

Mr. Ray Cruden, Chief
Bureau of Design
City Hall
Portland, Oregon 97204

May 19, 1970

Dear Mr. Cruden:

As promised, enclosed is a sample resolution to be adopted by the City of Portland relative to compliance with Section 35 of the Federal Aid Highway Act of 1968.

Please return one adopted copy of the resolution to this office. By adopting this resolution and making it a part of the City's records, it will provide the right-of-way assurances for all future TOPICS projects in the City of Portland.

Very truly yours,

H. S. Cox
County and City Engineer

NOTED
RICHARD UNREIN

By: Richard Unrein
Urban Aid Engineer

RU:ljt
Attachment

NOTED
D. D. Arensmeier

NOTED
HAROLD
REYNOLDSON

NOTED
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

May 15, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
State Highway Building
Salem, Oregon 97310

S.E. 17th Avenue and POWELL BOULEVARD SEC., MT. HOOD HIGHWAY

Your Notice of Intent has been referred to the appropriate state agencies for review. All have expressed approval of the proposal.

We are pleased to add our approval.

Ed

Edward G. Westerdahl, II

NOTED
F. B. KLABOE

5-27-70
REFERRED TO
Jonny
BY ASST. STATE HWY. ENGR.

NOTED
R. W. ELLISON

RECEIVED
MAY 25 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 27 1970
PROGRAM & PLANNING
DIVISION

NOTED
R. N. CHASE

BEN GIFFORD

Ellison

cc's
5-28-70

RECEIVED
MAY 15 1970
FOR FILING

7741

May 15, 1970

Mr. T. H. Kruttschnitt, Jr.
Southern Pacific Transportation Co.
One Market Street
San Francisco, California 94106

Dear Mr. Kruttschnitt:

Your File: 911700/311
0-0-69-25

It is apparent that I have been negligent in responding to your February 18 letter concerning costs incurred by Southern Pacific in connection with 17th and Powell in Portland. I am sorry that it has taken so long but assure you that it was not intentional.

I have reviewed the matter in some detail and before a meaningful answer can be prepared, I believe we must agree on a date when engineering charges should start. I mean by this charges that will be split between Southern Pacific and the State. This agency has not prepared billings on anything prior to May 8, 1967, but if this is not considered a proper starting time we have considerable charges to 17th and Powell that were incurred just prior to your work with Kelley and Associates.

I would appreciate your thinking on this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 9, 1970

SUBJECT: 17th and Powell Boulevard
Mt. Hood Highway
Multnomah County

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

Here is background data on a presumed agreement between the Southern Pacific Railroad and Oregon State Highway Division for sharing 50-50 in preliminary engineering costs on 17th and Powell Boulevard and at Bybee Boulevard in Portland.

May 8, 1967 letter from SPRR:

Refers to April 17 meeting where you stated that OSHD would expect to recover a part of preliminary engineering if the agreement be terminated prior to consummation of the contemplated construction. They suggested the State and SPRR lump P.E. and share 50-50.

August 16, 1967 letter from SPRR:

Requests concurrence on May 8, 1967 letter.

August 25, 1967 letter from OSHD:

Can not execute May 8 agreement until we get some assistance from the City as an offset to State funds required at Bybee.

August 29, 1967 letter from SPRR:

No objections to August 25 letter, but urging conclusion at an early date.

December 5, 1967 letter from OSHD:

Agrees to prepare model of 17th and Powell if SPRR will pay 50%--refers to suggested overall memorandum--RR and State divide P.E. 50-50.

NOTED
R. L PORTER

January 30, 1968 letter from SPRR:
Refers to bill for 50% of model--suggests this be held until determination is made as to whether the agreement is terminated or whether this would be split three ways if construction is consummated.

February 7, 1968 letter from OSHD:
Concurs with January 30 letter.

January 12, 1970 letter from OSHD:
Bill to SPRR for preliminary engineering and model construction on 17th and Powell. Refers to proposed agreement not materializing and to SPRR letter of May 8, 1967.

February 3, 1970 letter from SPRR:
Refers to our letter of January 25, 1970 (not attached) and agrees all three parties to new agreement should share all costs including right of way and preliminary engineering expended by each of them subsequent to October 16, 1969.

February 18, 1970 letter from SPRR:
Refers to our letter of January 12, 1970 billing them for preliminary engineering and model preparation--and bills us for 50% of work done for them by Kelley and Associates, presumably in 1966, on the overall 17th and Powell and the Bybee project.

Copies of these letters are attached. If further research is desired please advise.

D. J. Barbee
Design Engineer

By
A. D. Olson
Preliminary Design Engineer

ADO:jp
Attach.

RECEIVED
APR 10 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific
Transportation Company

One Market Street, San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

February 18, 1970

IN REPLY PLEASE REFER TO
911700/311
0-0-69-25

Routing

1 2	Trout
Hall	Willis
3 A. Olson	Hackleman
Sample	Scott
Terpin	R. Olson
Swenson	Carstensen

RECEIVED
FEB 20 1970
DESIGN DIVISION

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir: Attention: Mr. F. B. Klaboe
Assistant State Highway Engineer.

Thank you for your letter of February 9 with which you transmitted two copies of a rough draft of proposed agreement on the 17th and Powell Blvd. underpass in Portland.

We are currently reviewing this and will furnish our comments and recommendations as soon as possible.

We believe both a functional and aesthetic improvement could be made in one of the details of the bridge deck, plans for which we sent you with our letter of January 15. With the type of handrail shown on Sheet 1 of C.E. Drawing 36099, there would be the possibility of pieces of ballast or debris falling onto vehicles or the street surface. In order to avoid this, and perhaps provide a more pleasing appearance, we suggest that the plans be revised to include a concrete wall 1'-7" high topped by a tubular railing as shown on the enclosed print of C.E. 36099, Sheet 5. If you agree, we will revise the plans sent you on January 15 and furnish you with new Mylars.

We also enclose a print of C.E. Drawing 37082, Sheet 2, revised February 11, to show the alignment details of the shoofly. We have also changed the drawing to remove the right of way required for the grade separation and show only that required for the shoofly.

copy w/maps to Barlee 2-20-70

REFERRED TO
Olsen
Design Engr.

Review + advise D.

Mr. Forrest Cooper February 18, 1970

We ask that your contractor construct the subgrade between clear points at shoofly engineer stations 115+80 and 122+30. Our forces will construct the track between these limits and make the connections at both ends.

On January 12, your Mr. V. E. Skoog wrote our Portland office and transmitted Invoices Nos. 100915 and 100916. Invoice No. 100915 was for preliminary engineering and designs and No. 100916 was for construction of a model, both pertaining to an earlier project. The total of these two invoices is $4,783.81. Our letter of May 8, 1967 to you contained a proposal that if the project under negotiation at that time failed to materialize, the State and Southern Pacific would lump their respective preliminary engineering costs and divide the total on a 50-50 basis. In accordance with that proposal, Mr. Skoog has billed us for $2,391.90, which is 50% of the total of the two invoices.

You will recall that early in 1966, we retained the firm of Kelley and Associates Engineers to furnish professional services for the total project under discussion at that time and we subsequently furnished copies of his work to you. Our arrangement with Kelley was that his billing be segregated between the four principal phases of the total project. The segregation and the amounts we paid him are as follows:

I. 17th and Powell grade separation	$ 10,549.
II. Bybee Blvd. overpass	9,907.
III. Landscaping at Eastmoreland	8,704.
IV. Model	290.
	$ 29,450.

It is our opinion that the Oregon Highway Department has no responsibility for Item III, but that the costs for the other three items, totaling $20,746, should be shared between us on the 50-50 basis proposed in the May 8, 1967 letter.

Lumping your two invoices and the amounts paid Kelley for Items I, II and IV yields a total of $25,529.81, of which your 50% share is $12,764.90. Shall we pay your two invoices in the amount of $2,391.90 and bill you for $10,373.00, or shall we credit your share of the total of $12,764.90 with your expenditures of $4,783.81 and bill you for the net difference of $7,981.09?

Please also let us know the extent to which you wish us to document the payments to Kelley. We can furnish you with a summary of the twelve periodic payments or, if you wish, a copy of each of his twelve detailed bills.

Yours very truly,

H. M. Williamson

Encl.

RECEIVED
FEB 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Transportation Company

One Market Street, San Francisco, California 94105

9393

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. BULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

February 3, 1970

IN REPLY PLEASE REFER TO
911700/311
0-0-69-25

Routing

RECEIVED

BRIDGE DIVISION

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

This is in answer to your letters of January 22 and January 27 in connection with the 17th and Powell Boulevard Grade Separation Project in Portland.

With respect to your letter of January 22, we are enclosing 2 prints of C.E. Drawing 37082, Sheet 2, revised January 20, illustrating a Railroad shoofly which we recommend during construction. You will note that in order to minimize costs, we have indicated only a single track shoofly with a temporary connection to the existing double track between Southeast 15th and 14th Avenues. The offset provided by the shoofly at the Powell Boulevard structure is 30' and visualizes that a temporary sheet-pile retaining wall would be constructed 4' from the edge of the bridge. This will provide 26' between the center line of the shoofly and the temporary wall which would tend to minimize the height of the wall.

The print indicates by grey shading right of way parcels which we took from an earlier drawing and which we realize are not now correct. We have also indicated by cross-hatching, the right of way on property owned by others which will be required for the shoofly only.

By letter dated January 20, your Mr. A.E. Johnson furnished our Portland office with certain plans one of which was entitled "Temporary Detour Plan". Our interpretation of this plan is that the larger arrows indicate a split detour with two lanes of traffic on either side of the proposed bridge and that the smaller arrows indicate an alternate with all four lanes of traffic to the south of the proposed bridge. Because of the confusion and construction activity, we recommend that whatever detour crossings are selected that they be protected with automatic crossing gates. From the

standpoint of installing such protection, it appears that the alternate detour with all of the traffic to the south of the bridge would be preferable.

We are not sure what detour movements are contemplated between Powell Boulevard and 17th Avenue to the north of Powell but in plotting the proposed shoofly on your drawing it appears that an undesirable situation would be created if detour traffic was permitted to move between Powell Boulevard and 17th Avenue in this quadrant. Your analysis may suggest the desirability of prohibiting such movements during construction or an adjustment in the turning movements so as to prevent an undesirable crossing of detour traffic over the Railroad shoofly.

After you have had an opportunity to study these matters, we would appreciate receiving revised plans indicating what detour arrangement you select and also showing its relationship with the Railroad shoofly. We will then furnish a more definite proposal for the installation of the crossing protective devices.

With respect to your letter of January 27, we agree with you that the final agreement will contain much more detail than listed in your letter but we also agree that you have covered the main points. With respect to numbered Item 1, you have proposed that all three parties will share all costs including right of way and preliminary engineering expended by each of them subsequent to October 16, 1969 which was the date of the original meeting at which the parties firmed up plans for the project as now proposed. This is satisfactory to Southern Pacific.

Yours very truly,

H. M. Williamson
Jan

Attach.

cc: The Honorable Lloyd Anderson
Commissioner of Public Works
City of Portland
City Hall
Portland, Oregon 97204

RECEIVED
FEB 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Don Harwell

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

5821 N. E. Glisan Street
May 13, 1970

RECEIVED
MAY 19 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
H. S. COX

SUBJECT: 17th Avenue -
Powell Blvd. Section
Mt. Hood Highway

To: Mr. David H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

I would like to refer you to D. N. Harwell's letter of May 8, 1970, addressed to Mr. Ray Cruden, Chief, Bureau of Design, City Hall, Portland, and the attachments thereto.

I am concerned and at least confused by the first paragraph of the attachment headed "Public Hearing Statement--Right-of-Way Acquisition Procedures" which reads as follows:

> "The property required for construction of the project will be purchased in the name of the City of Portland. Negotiations with the property owners will be carried out by State and City Right-of-Way personnel. Each property will be appraised by fee appraisers, and following a review of the appraisal background, negotiations with the owner will be undertaken. All appraisals will be on the basis of 'Market Value.'"

It seems to me if this statement is made at a public hearing which, of course, will be for publication, we are going to have a state of confusion of people calling and contacting both the City Hall and the State Highway Division. It also makes me wonder if there is a firm agreement between the City and the State as to precisely which agency is going to handle appraising, negotiations and acquisition, and relocation.

I am also greatly concerned over the statement in Mr. Cruden's Memo to File of April 3, 1970, in which he states "...it will require six months to complete the acquisition of the right-of-way, we will be approaching the end of 1970." It is my opinion this property cannot be acquired and cleared for construction not much less than 18 months from descriptions being available for appraisal; certainly, not less than 12 months. Later in his memo, on page 3, first paragraph, he states "...City who plans to do the acquisitions of the right-of-way."

I strongly urge that in any inter-relationship with the City of Portland, the functions and definitions of each agency to the extent of accurately identifying the limitation of function, the use of personnel, and the specific accounting processes to be used be clearly spelled out.

John K. Scott

JOHN K. SCOTT
DISTRICT RIGHT OF WAY
SUPERVISOR

JKS:RR
cc A. E. Johnson

5-18-70
Send copy to Don Harwell
JKS

RECEIVED
MAY 6 - 1970
FOR FILING

7741

May 6, 1970

Mr. Homer Chandler
Executive Secretary
Columbia Region Association
of Governments
429 S. W. Fourth Avenue
Suite 500
Portland, Oregon 97204

Dear Mr. Chandler:

Attached are two copies of a map and data sheet showing the location of a Federal-aid TOPICS project in the City of Portland for your review in conformance with Section 204 of the Demonstration Cities and Metropolitan Development Act.

The project proposes a structure providing for the separation of railroad and vehicular traffic at S. E. 17th Avenue and Powell Boulevard in the City of Portland.

Upon completion of your review, please forward your comments to Mr. Robert E. Royer, Assistant Planning Survey Engineer, in our Traffic Engineering Section.

Your cooperation in this matter will aid in programming Federal-aid projects in the City of Portland.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED
TOM EDWARDS ja

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
L. H. Young
D. J. Barbee
F. B. Crandall
A. E. Johnson
R. E. Royer

Attachments

WDA:ap ja

MEMO TO R. L. SCHROEDER

April 30, 1970

PROJECT DATA:

Type of Project: TOPICS

System: Tentative FAP, Type II

Location: S. E. 12th Avenue-S. E. 22nd Avenue Section of S. E. Powell Blvd. (S. E. 17th Avenue and Powell Blvd. grade separation)

Description: Minor horizontal realignment, reconstruction, and widening of S. E. Powell Blvd. to a four-lane curbed facility, providing four 12-foot travel lanes, 3-foot shy distance to curbs, and a variable median, with limited, controlled access to intersecting public streets and abutting properties. Included in the project will be a railroad structure providing separation of railroad and vehicular traffic.

Estimated Cost: $3,300,000

Number of Lanes: Four 12-foot travel lanes, 3-foot shy distances from curbs, variable median width, no parking.

Traffic: 1969 - 28,300 ADT
1976 - 37,200 ADT
1990 - 25,500 ADT

Right-of-Way: Existing 80 feet, Proposed 80 to 160 feet.

Existing Facility: Four-lane 58-foot curbed street section.

Hearing: Corridor-Design Hearing scheduled for June 2, 1970.

RU:ljt

PROPOSED TOPICS PROJECT

OREGON STATE HIGHWAY DIVISION

Corridor & Design Hearing Map

S.E. 17th AVE. & POWELL BLVD. (PORTLAND)

MT. HOOD HIGHWAY

MULTNOMAH COUNTY

RECEIVED
MAY 5 - 1970
FOR FILE:
7711

KPOJ

May 3, 4, 1970
70/20

THE FOLLOWING IS AN EDITORIAL REPRESENTING THE OPINION OF KPOJ.

THERE IS A HEARING TUESDAY AFTERNOON ON WIDENING SOUTHEAST McLOUGHLIN BOULEVARD. WE FEEL THAT ANYONE WHO LIVES NEAR THERE, OR ANYONE WHO TRAVELS THAT THOROUGHFARE FREQUENTLY SHOULD MAKE THEIR VIEWS KNOWN EITHER IN PERSON OR IN WRITING.

AT ISSUE IS THE WIDENING PROJECT ITSELF, LAND ACQUISITION, ACCESS; AND ANOTHER IMPORTANT ASPECT WE FEEL WORTH MENTIONING, THAT IS THE DETERMINATION OF THE VALUE OF THE TREES WHICH LINE THE BOULEVARD AND WHAT WILL BE DONE WITH THEM. ALL TOO OFTEN ENVIRONMENTAL CONSIDERATIONS HAVE HAD TO GIVE WAY TO ENGINEERING EXPEDIENCY. LET THIS EXPANSION NOT BE ANOTHER EXAMPLE.

THE HEARING HAPPENS AT CITY HALL TUESDAY AFTERNOON BEGINNING AT TWO O'CLOCK. IF YOU ARE IN ANY WAY AFFECTED - - PHYSICALLY OR OTHERWISE - - WE THINK YOU SHOULD BE THERE TO EXPRESS YOUR FEELINGS.

ADDRESS YOUR COMMENTS TO:

R. M. BROWN
EDITORIALS
1019 S. W. 10TH
PORTLAND, OREGON 97205

cc Earley

NOTED
VICTOR D. WOLFE

RECEIVED
MAY 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

cc: Bldg/c

APR 30 1970
FOR FILING

7741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
April 30, 1970

To: Mr. R. L. Schroeder
Assistant Traffic Engineer
BUILDING

SUBJECT: TOPICS-Portland
17th and Powell Blvd.

TO
F. B. KLABOE

Attached are maps and project data sheets for the proposed TOPICS project to provide a separation structure at S.E. 17th Avenue and Powell Blvd. in Portland. Please submit this project to CRAG for review and comment pursuant to Section 204 of the Demonstration Cities and Metropolitan Development Act.

A tentative Type II System for the City of Portland was approved by the Bureau of Public Roads on November 14, 1969. The Highway Commission approved of this project on March 17, 1970 to be financed by the State, railroad, and local government. Staff was approved of a procedure whereby a portion of the local government's share of the cost of the project will be $300,000 in Federal TOPICS Funds. This funding procedure will be before the Highway Commission at its next meeting for approval.

Richard Unrein
Urban Aid Engineer
County and City Department

RU:ljt
Attachments

cc: F. B. Klaboe
L. H. Young
A. E. Johnson

RECEIVED
APR 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

17th/Powell

NOTED
H. S. COX

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 29, 1970

Mr. Ray Smith
Auditor
City of Portland
City Hall
Portland, Oregon 97204

Dear Mr. Smith:

Reference is made to Resolutions Nos. 30706, 30707, 30708, and 30709 which will come before the City Council for consideration on Tuesday, June 2. In our opinion, these are all desirable vacations of streets on the basis that they will add to the safety of the city street system.

We do have one minor objection to the matter, however, and that is involved with Resolution No. 30709, the vacation of a certain portion of S.E. 17th Avenue. During the construction, and subsequent to it, the new relocated Powell Boulevard (an existing state highway) will occupy a portion of S.E. 17th Avenue. As long as it is understood that the vacation in no way takes away the right of the State Highway Division to occupy that portion of S.E. 17th Avenue needed for Powell Boulevard, we have no objection to the vacation.

Thank you for bringing this matter to our attention.

RECEIVED
APR 30 1970
ENGINEER
COUNTY & CITY DIVISION

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Commissioner Lloyd E. Anderson
Forrest Cooper
R. L. Porter
Victor D. Wolfe
H. S. Cox
D. J. Barbee

NOTED
MAINOR C. HOLMES

Noted
Oscar H. Norberg

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
DON HARWELL

RESOLUTION NO. 30706

WHEREAS, it appears to the Council that proceedings should be taken pursuant to O.R.S. 271.130 for the vacation of a certain portion of S.E. Brooklyn Street, in the corporate limits of the City of Portland, County of Multnomah, and State of Oregon, now, therefore be it

RESOLVED, that proceedings be and they are hereby initiated by the Council of the City of Portland, Oregon, for the vacation of the above mentioned street, hereinafter described; that the City Auditor be and he is hereby directed to give notice as provided by law for such vacation and the City Engineer is hereby directed to interview the abutting property owners and obtain from them their consent to such vacation, if they are willing to give it, such consent to be in writing and acknowledged before a Notary Public, and to be filed with the City Auditor; that 2:00 o'clock P.M., Tuesday June 2, 1970 in the Council Chamber of the City Hall, Portland, Oregon, be and the same is hereby fixed as the time and place for a hearing upon the contemplated vacation of said street area and upon all objections, remonstrances and/or claims for damages that may be presented and filed with the City Auditor prior to that time, that the purpose of such vacation is to eliminate a grade crossing at this location, that a particular description of the said street contemplated for vacation is as follows:

That portion of S.E. Brooklyn Street, lying between the southwesterly and northeasterly lines of the Southern Pacific Transportation Company's right of way near S.E. 16th Avenue.

Adopted by the Council APR 16 1970

Ray Smith

Auditor of the City of Portland

Com'r Anderson
CS:jr
April 3, 1970

S.E. WOODWARD

S.E. BROOKLYN

S.E. TIBBETTS

S.E. POWELL

S.E. FRANKLIN ST.

S.E. PERSHING

S.E. HAIG

S.E. RHINE

S.E. GIDEON

S.E. 17TH.

S.E. 18TH.

S.E. 14TH. AVE.

S.E. 15TH. AVE.

S.E. 16TH. AVE.

S.E. 17TH. AVE.

S.E. 18TH. AVE.

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TRACT

PYLES ADD

LANKINS ADD

COLLEGE ADD

SUBD. BL. 2

SUBD. BL. 1

SUBD.

3332

RESOLUTION NO. 30707

WHEREAS, it appears to the Council that proceedings should be taken pursuant to O.R.S. 271.130 for the vacation of a certain portior of S.E. Reedway Street, in the corporate limits of the City of Portland, County of Multnomah, and State of Oregon, now, therefore be it

RESOLVED, that proceedings be and they are hereby initiated by the Council of the City of Portland, Oregon, for the vacation of the above mentioned street, hereinafter described; that the City Auditor be and he is hereby directed togive notice as provided by law for such vacation and the City Engineer is hereby directed to interview the abutting property owners and obtain from them their consent to such vacation, if they are willing to give it, such consent to be in writing and acknowledged before a Notary Public, and to be filed with the City Auditor; that 2:00 o'clock p.M., Tuesday June 2, 1970, in the Council Chamber of the City Hall, Portland, Oregon, be and the same is hereby fixed as the time and place for a hearing upon the contemplated vacation of said street area and upon all objections, remonstrances and/or claims for damages that may be presented and filed with the City Auditor prior to that time, that the contemplated use of the area in the event of such vacation shall be for industrial expansion and the elimination of a grade crossing at this location, that a particular description of the said street contemplated for vacation is as follows:

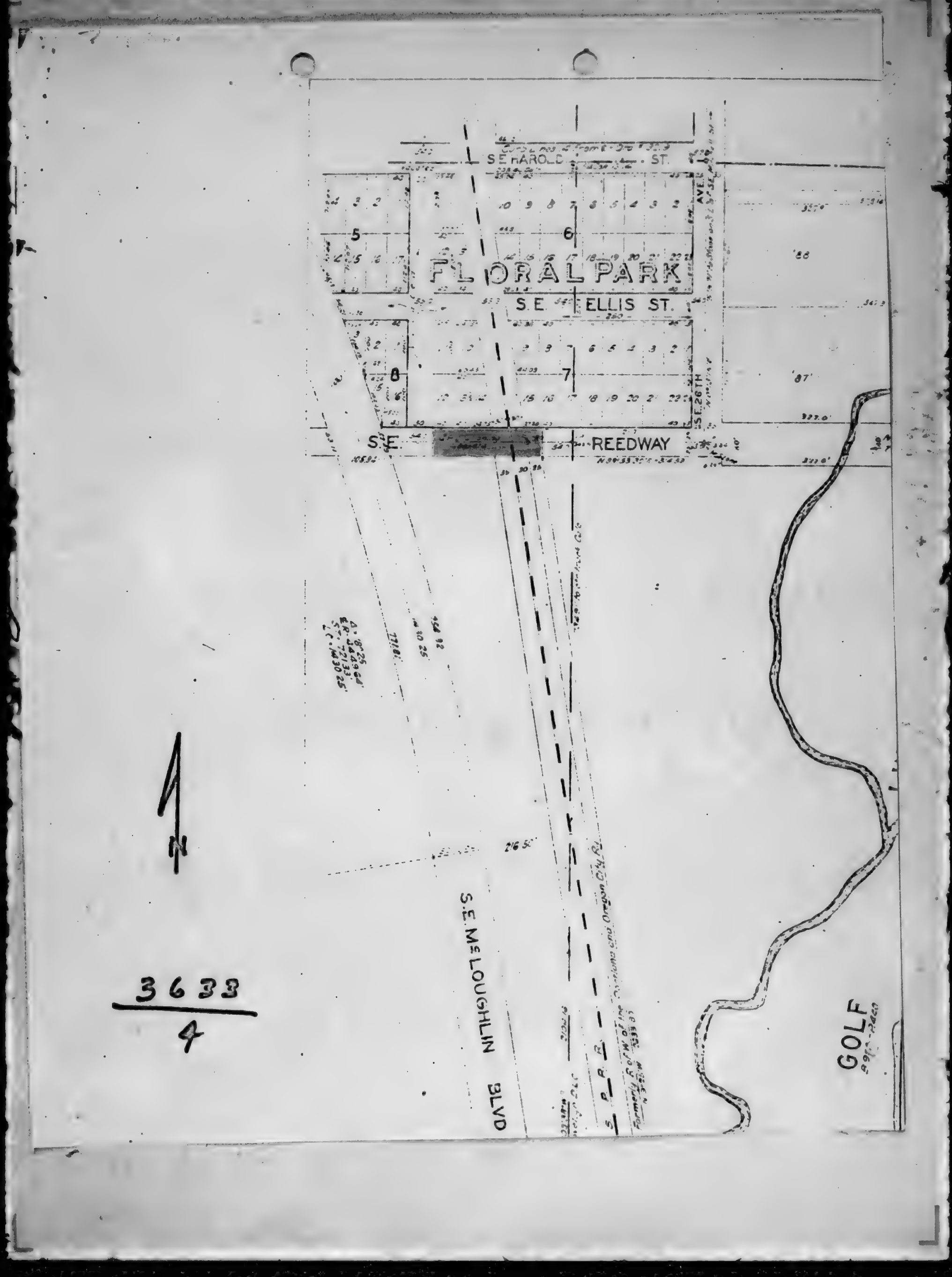
The following described portion of S.E. Reedway Street: Beginning at a point on the southerly line of S.E. Reedway Street, 50.0 feet in width, distant 320.0 feet south 89° 53' 30" west along the southerly line of S.E. Reedway Street from the east line of S.E. 26th Avenue; thence continuing south 89° 53' 30" West, along said southerly line, 190.0 feet; thence north 0° 06' 30" west, 50.0 feet to a point in the northerly line of S.E. Reedway Street, thence north 89° 53' 30" east, along said northerly line, 190.0 feet; thence south 0° 06' 30" East, 50.0 feet to the point of beginning.

Adopted by the Council APR 16 1970

Ray Smith

Auditor of the City of Portland

Com'r Anderson
CS:jr
April 3, 1970


S.E. HAROLD ST.
FLORAL PARK
S.E. ELLIS ST.
S.E. REEDWAY
S.E. 20TH AVE.
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S.E. McLOUGHLIN BLVD
GOLF

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RESOLUTION NO. 30708

WHEREAS, it appears to the Council that proceedings should be taken pursuant to O.R.S. 271.130 for the vacation of a certain portion of S.E. 14th Avenue (S.E. 13th Place), in the corporate limits of the City of Portland, County of Multnomah, and State of Oregon, now, therefore be it

RESOLVED, that proceedings be and they are hereby initiated by the Council of the City of Portland, Oregon, for the vacation of the above mentioned street, hereinafter described; that the City Auditor be and he is hereby directed to give notice as provided by law for such vacation and the City Engineer is hereby directed to interview the abutting property owners and obtain from them their consent to such vacation, if they are willing to give it, such consent to be in writing and acknowledged before a Notary Public, and to be filed with the City Auditor; that 2:00 o'clock P.M., Tuesday June 2, 1970 in the Council Chamber of the City Hall, Portland, Oregon, be and the same is hereby fixed as the time and place for a hearing upon the contemplated vacation of said street area and upon all objections, remonstrances and/or claims for damages that may be presented and filed with the City Auditor prior to that time, that the purpose of such vacation is to eliminate a grade crossing at this location, that a particular description of the said street contemplated for vacation is as follows:

S.E. 14th Avenue (S.E. 13th Place), lying between the southwesterly and northeasterly lines of the Southern Pacific Transportation Company's right of way northeasterly of S.E. Gideon Street.

Adopted by the Council APR 16 1970

Ray Smith

Auditor of the City of Portland

Com'r Anderson
CS:jr
April 3, 1970

ADD. LADD'S ADD.

SE. DIVISION

SE. ELLIOT AVE.

S.E. 11TH. AVE.

S.E. 13TH. AVE.

S.E. 14TH. AVE.

S.E. CLINTON ST.

S.E. 12TH. AVE.

S.E. GIDEON ST.

S.E. IVON ST.

S.E. CLINTON ST.

S.E. TAGGART ST.

BERRY ST.

SE. BROOKLYN ST.

S.E. 13TH PLACE

S.E. 14TH AVE.

WATER BUREAU

vacated

ADD.

City of Portland

HOMESTEAD

PYLE'S

BLVD.

ANNEX TO RAFFETY'S ADD.

POWELL

BROOKLAND

S.E. KELLY AVE.

S.E. KELLY ST.

AVE.

ST.

RESOLUTION NO. 30709

WHEREAS, it appears to the Council that proceedings should be taken pursuant to O.R.S. 271.130 for the vacation of a certain portion of S.E. 17th Avenue, in the corporate limits of the City of Portland, County of Multnomah, and State of Oregon, now, therefore be it

RESOLVED, that proceedings be and they are hereby initiated by the Council of the City of Portland, Oregon, for the vacation of the above mentioned street, hereinafter described; that the City Auditor be and he is hereby directed to give notice as provided by law for such vacation, if they are willing to give it, such consent to be in writing and acknowledged before a Notary Public, and to be filed with the City Auditor; that 2:00 o'clock P.M., Tuesday June 2, 1970 in the Council Chamber of the City Hall, Portland, Oregon, be and the same is hereby fixed as the time and place for a hearing upon the contemplated vacation of said street area and upon all objections, remonstrances and/or claims for damages that may be presented and filed with the City Auditor prior to that time, that the purpose of such vacation is to eliminate a grade crossing at this location, that a particular description of the said street contemplated for vacation is as follows:

That portion of S.E. 17th Avenue, lying between the southwesterly and northeasterly lines of the Southern Pacific Transportation Company's right of way at S.E. Powell Boulevard.

Adopted by the Council APR 16 1970

Ray Smith

Auditor of the City of Portland

Com'r Anderson
CS:jr
April 3, 1970

S. E. WOODWARD

S. E. BROOKLYN

S. E. POWELL

S. E. FRANKLIN ST.

S. E. PERSHING

S. E. HAIG

S. E. RHINE

S.E. GIDEON

S.E. 17TH.

S.E. 18TH.

S.E. 14TH. AVE.

S.E. 15TH. AVE.

S.E. 16TH. AVE.

S.E. 17TH. AVE.

S.E. 18TH. AVE.

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TRACT

LANKINS SUBD.

SUBD. BL. 2

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RECEIVED
APR 30 1970
FOR FILING

7741

April 29, 1970

Columbia Region Association of Governments
429 S. W. 4th Avenue
Portland, Oregon 97204

Gentlemen:

Attached for your review and comment as District Clearinghouse (Re: Executive Memorandum 02-270-20), please find a completed Notice of Intent to apply for federal assistance for the federal-aid project:

S. E. 17th Ave. & Powell Blvd. Section
Mt. Hood Hwy., Multnomah County

As required by said Executive Memorandum, the Notice of Intent has been sent to the State Clearinghouse for review and comment.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
L. H. YOUNG

L. H. Young
Program and Planning Engineer

Attach.

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
H. S. Cox
D. H. Mashring
R. L. Schroeder
B. L. Gifford
R. N. Chase
L. W. Rullen (attach intent)
G. N. Hopkins (attach intent)

BLG:aw

RECEIVED
APR 30 1970
FOR FILING
7741

April 29, 1970

Executive Department
Federal Aid Coordination Unit
Room 5 State Capitol
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached is the completed Notice of Intent to apply for federal assistance for a Federal Aid TOPICS project as follows:

State Administrative District No. 2

Federal Aid TOPICS
City of Portland

S. E. 17th Ave. & Powell Blvd. Section
Mt. Hood Highway, Multnomah County

The estimated date of filing for federal-aid funds on this project is July 15, 1970. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

Forrest Cooper
State Highway Engineer

ORIGINAL SIGNED BY
By L. H. YOUNG

L. H. Young
Program and Planning Engineer

Attach.

cc: R. E. Simpson, BPR
F. B. Klaboe
D. J. Barbee
D. H. Moehring
R. L. Schroeder
H. S. Cox
B. L. Gifford
R. N. Chase
L. W. Rullen
G. N. Hopkins

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: S. E. 17th Ave. & Powell Blvd. Sec.
Mt. Hood Hwy., Mult. Co.

April 29 19 70

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. Project Location

Administrative District Two (2) City Portland

County Multnomah Special District(s) (if applicable) CRAG.

Other affected jurisdictions/agencies .....

3. Federal Program

Common Program Name Federal Aid TOPICS

Authorizing Legislation Title 23, U.S.C. Highways, Sec. 135
Public Law No. and Title

Fed. Admin. Dept. Department of Transportation Original Application X

Agency Bureau of Public Roads Renewal Application .....

---

4. Estimated Project Cost

Federal Share $ 300,000
Loan ..... Grant X

Local Applicant Share (City of Portland) (if any) $ 800,000

State Agency Share $ 1,100,000 (So. Pacific Transportation Co.)

Other (Specify) $ 1,100,000

Total $ 3,300,000

Source of State Agency Share

General Fund $ -

Other Funds (specify) $ -

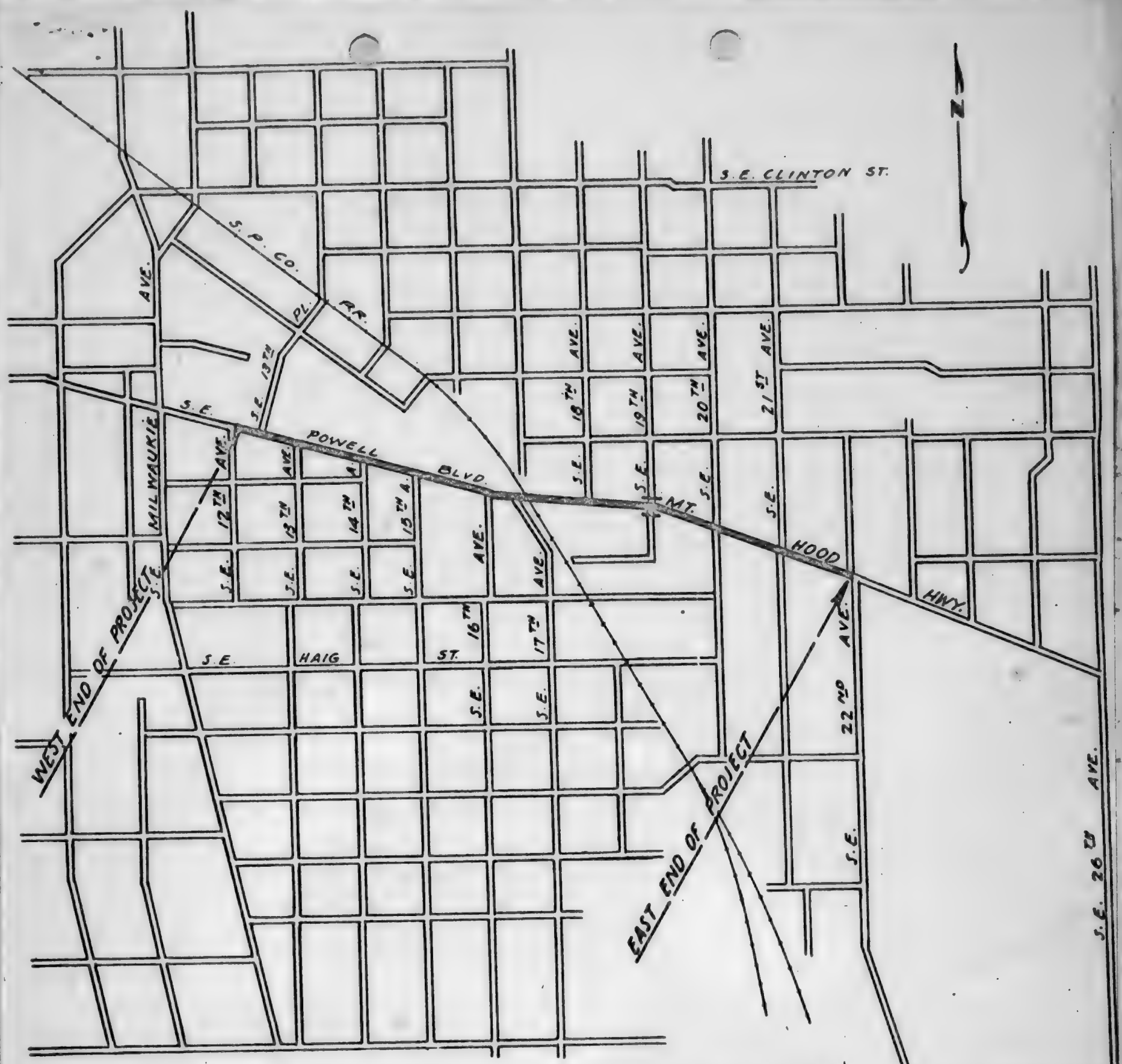
Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from .....% to .....%

When .....



PROPOSED TOPICS
PROJECT

OREGON STATE HIGHWAY DIVISION

Corridor & Design Hearing Map

S.E. 17th AVE. & POWELL BLVD. (PORTLAND)

MT. HOOD HIGHWAY

MULTNOMAH COUNTY

FORWARDED
MAY 4 - 1970
FOR FILING
OFFICE OF CITY AUDITOR
77411

RAY SMITH
CITY AUDITOR

CITY OF PORTLAND
OREGON

REFERRED TO
Admin
BY SECRETARY

April 29, 1970

Floyd Query, Secretary
Oregon State Highway Commission
Highway Building
Salem, Oregon 97310

Dear Mr. Query:

The City Council Wednesday, April 29, 1970, considered your communication advising dates of informal hearings on S.E. 17th Avenue-Powell Boulevard Intersection on the Mt. Hood Highway.

Your communication was noted by the Council and placed on file under Council Calendar No. 1472.

Yours very truly,

F. B. KLABOE

Auditor of the City of Portland

GC:lfh
Cal. No. 1472

NOTED
R. L. PORTER

RECEIVED
APR 30 1970
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FLOYD QUERY

RECEIVED
APR 1 0 1970
OREGON
STATE HIGHWAY COMMISSION

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APR 29 19
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 27, 1970

Mr. Ray Cruden, Chief
Bureau of Design
City Hall
Portland, Oregon 97204

Dear Mr. Cruden:

In the event that Federal Aid TOPICS funds are used in the construction of the 17th Avenue and Powell Blvd. grade separation project as now proposed; we are enclosing for your information and use copies of the following:

1. PPM 21-18 (TOPICS)
2. PPM 20-8 (Public Hearings)
3. IM 80-1-68 (Relocation Assistance)
4. Our Relocation Instruction Manual

Very truly yours,

H. S. Cox
County and City Engineer

D N Harwell

By: D. N. Harwell
Assistant County and City Engineer

RU:ljt
Enclosures

bc: ✔ B. Klaboe
D. H. Moehring
A. E. Johnson
L. H. Young

F.B. KLABOE

RECEIVED
APR 28 1970
OFFICE OF
STATE HIGHWAY ENGINEER

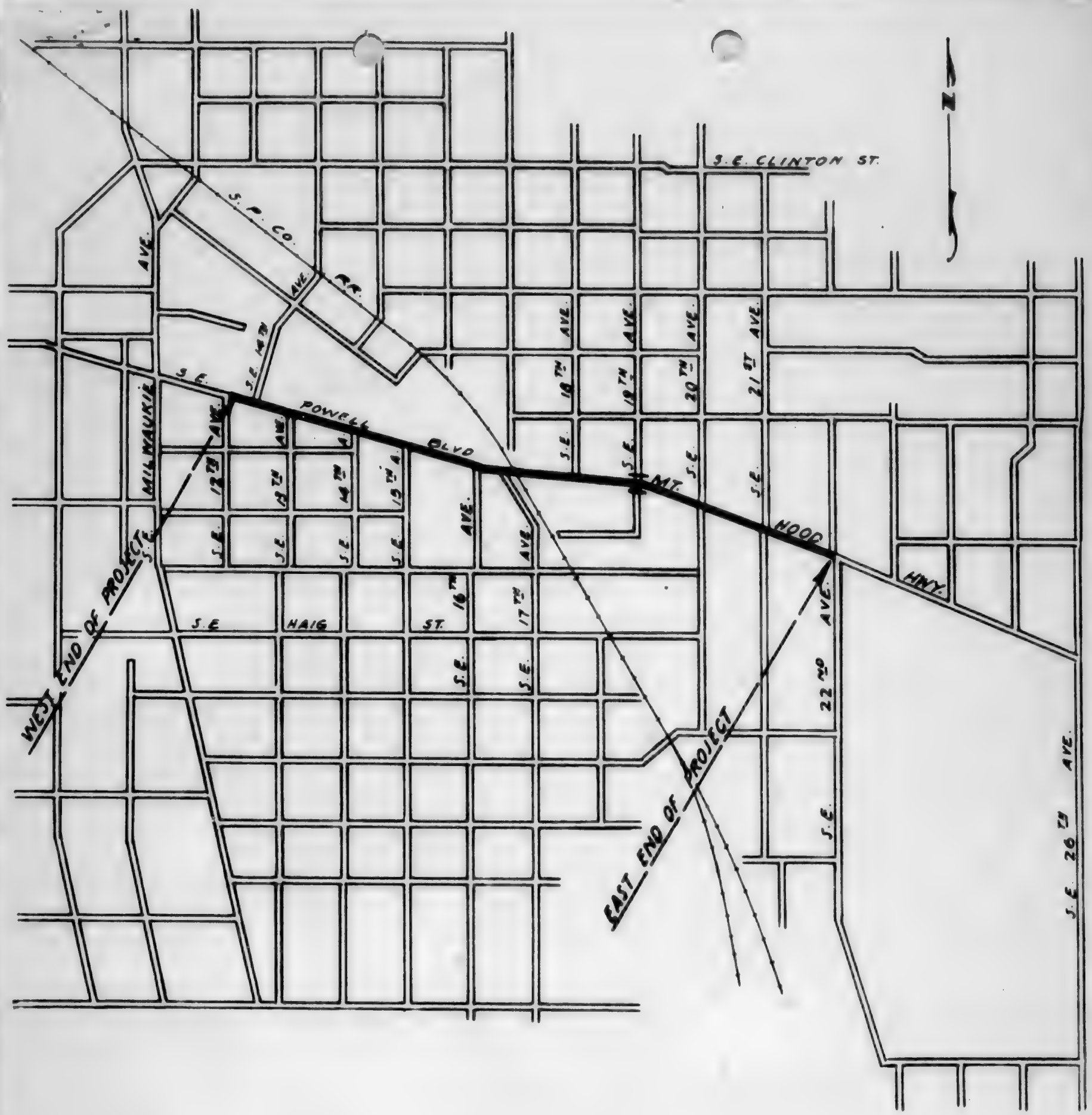
NOTICE OF HIGHWAY PUBLIC HEARING

The Oregon State Highway Division, in cooperation with the City of Portland and Southern Pacific Transportation Company, has proposed plans for future right-of-way acquisition and construction of the SE 17th Avenue-Powell Boulevard Intersection on the Mt. Hood Highway (US 26) lying entirely within the city of Portland, Multnomah County, Oregon.

The proposal consists of minor horizontal realignment, reconstruction, and widening of SE Powell Boulevard to a four-lane curbed facility, providing four 12-foot travel lanes, 3-foot shy distance to curbs, and a variable median, with limited, controlled access to intersecting public streets and abutting properties. Included in the proposal is a railroad structure providing separation of railroad and vehicular traffic.

Pursuant to federal regulations, state statutes, city ordinances and-or resolutions, a formal public hearing pertaining to the corridor-design route features will be held concurrently and in conjunction with the formal Portland City Council's street closure hearing in the Council Chambers of the City Hall in Portland on Tuesday, June 2, 1970, starting promptly at 2 p.m. Interested persons desiring to express opinions pertaining to the proposal are invited to do so at the 2 p.m. combined State and City Council formal hearings on Tuesday, June 2, 1970. In addition, persons may submit written statements or comments at the hearing or to the Highway Commission within ten (10) days after the public hearings. Schedules for right-of-way acquisition and construction will be discussed at the formal public hearings.

(more)



OREGON STATE HIGHWAY DIVISION

Corridor & Design Hearing Map

S.E. 17th AVE. & POWELL BLVD. (PORTLAND)

MT. HOOD HIGHWAY

MULTNOMAH COUNTY

RECEIVED
APR 27 1970
FOR FILING
7741
3331

April 24, 1970

Mr. H. M. Williamson
Chief Engineer-System
Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

Dear Mr. Williamson:

Re: S.E. 17th and Powell Boulevard, SPRR Underpass, Mt. Hood Highway, City of Portland, Multnomah County
Your Reference: 911700/311 0-0-69-25

Reference is made to your letter of February 18 transmitting a suggested revision to the handrail. A change to something of this nature would be desirable and I am enclosing a print of a modification to your design which has been suggested by our Bridge Design Engineer. If this is agreeable, please modify the plans previously transmitted and supply new mylars.

Also enclosed are two prints of our 1" = 50' map showing the proposed detour plan which will be used during construction.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
D. J. Barbee
Victor D. Wolfe
Ivan Merchant
A. E. Johnson - Enc.

ADO:jp srb

with
Wire Galv.

2'-4

3'-4

2'-7"

10½"

2'-4

1'-0

6" 6"

Std. 1 tube
Rail. See
dwg. #23987

1'-10"

#4@18"±

2¾"

9 #4

#5@9"±

3"

1'-3

2'-3

5'-0

1'-6

9"

6"

1'-7

2'-5½"

3'-6

1'-10

2" Drip

1'-2

1'-2

1'-6

Girder

1'-6

SECTION

15-70

OREGON STATE HIGHWAY DEPARTMENT
METROPOLITAN DIVISION

SE 12th – SE 21st Ave Sec
Mt Hood Hywy
PROPOSED DETOUR

Metro Engr. A E Johnson Date 4-15-70

Scale 1" = 50' By

B-6708

Southern Pacific
Transportation Company

One Market Street, San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

April 9, 1970

IN REPLY PLEASE REFER TO
911700/311
0-0-69-25

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir: Attention: Mr. F. B. Klaboe
Assistant State Highway Engineer.

In reviewing our file on the 17th and Powell Boulevard Underpass in Portland we note that the following letters addressed to you have not yet been answered.

On February 3 we asked that you submit revised plans indicating what detour arrangement you propose to provide in order that we might submit more definite recommendations for crossing protective devices. If we could get this matter behind us we would probably be in a position to write the State — Railroad Construction Agreement and send it to you for approval.

On February 18 we suggested a different type of handrail. Please let us know whether or not you approve so that we may furnish you with new Mylars.

We would also appreciate a reply to that portion of the February 18 letter about billing for our respective preliminary engineering costs.

Yours very truly,

H. M. Williamson
jas

Routing
Barbee
Hall
A. Olson
Sample
Terpin
Swenson
Trout
Wills
Heckleman
Scott
R. Olson
Carstensen

RECEIVED
APR 13 1970
DESIGN
DIVISION

RECEIVED
APR 13 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 29 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

77411

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 24, 1970

Mr. Ray Smith
Auditor, City of Portland
Room 202, City Hall
Portland, Oregon 97204

Dear Mr. Smith:

With the exception of 17th Avenue, the following resolutions for street vacations do not conflict with any highway use:

Resolution No. 30706 - S. E. Brooklyn Street
Resolution No. 30707 - S. E. Reedway Street
Resolution No. 30708 - S. E. 14th Avenue
Resolution No. 30709 - S. E. 17th Avenue

We do not object to S. E. 17th Avenue either as long as Powell Boulevard remains public in some manner so that we can continue to route our traffic over it in conformance with our presently planned grade separation.

Thank you for the opportunity to review this matter.

Very truly yours,

Forrest Cooper
State Highway Engineer

By Original signed by
Frank L. Hall

Frank L. Hall
Assistant Design Engineer

DNS:jp
cc: F.B. Klaboe
A.E. Johnson
L.W. Rulien
Don Harwell

RECEIVED
APR 27 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 27 1970
FOR FILING

Klaboe - Admin

OREGON STATE HIGHWAY DEPARTMENT

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 23, 1970

Mr. Ray Cruden, Chief
Bureau of Design
City Hall
Portland, Oregon 97204

Dear Sir:

Reference is made to the pending matter of the 17th Avenue-Powell Boulevard Section of the Mt. Hood Highway (US 26) within the City of Portland.

Under date of April 15, 1970, the City Commission (Ordinance #1329) set the combined public hearing pertaining to corridor-design and street closure matters on this project for 2 p.m. Tuesday, June 2, 1970, to be held concurrently and in conjunction with State.

In view of combining City and State hearing, there are certain matters to be considered and determined prior to the opening of the meeting.

In the following paragraph I will attempt to outline a well tried format the State has been using for some time in conducting hearings of this type.

Chairman opens hearing explaining federal regulations and state statutes;

Calls on State's Division Engineer to explain the proposed construction features of proposal;

Calls on Right-of-Way representative to explain right-of-way procedures and relocation assistance; and

Calls on respective State, City, County officials, quasi-officials, civic groups, individuals, etc.

Based on the foregoing and with the understanding that this will be a regular City Council hearing regarding street closures or vacations, will you determine at your earliest convenience the procedure the City wishes to follow and inform this office so that we may organize our personnel accordingly.

Following is a suggested format for the combined hearing:

1. Mayor - Open meeting and refer to State chairman.

2. State chairman - Explain Federal and state laws and regulations.

3. State - Explain construction features of proposal.

4. City or State - Explain right-of-way procedures and relocation assistance.

5. City - Explain street vacations or closures.

6. State or City - Call upon State, County, City officials, and others.

Please consider and make additions, deletions, corrections, etc., and let me know at your earliest opportunity.

On Monday, June 1 (2 p.m. - 9 p.m.) and Tuesday, June 2 (9 a.m. - 12 noon) informal informational hearings will be held and we would appreciate, if at all possible, having City representatives made available for these times.

On Tuesday, June 2, at the formal public hearing (2 p.m.) it is our understanding that the City will transcribe the proceedings of the hearing; in this event, we will not duplicate. However, we would need approximately 100+ copies of the typed transcript.

You will find enclosed copies of various data that will possibly be an aid in procedures regarding this matter; however, if further questions arise, please feel free to contact this office.

Very truly yours,

Forrest Cooper
State Highway Engineer

RECEIVED
APR 24 1970
OFFICE OF
STATE HIGHWAY ENGINEER

D.N. Harwell

By: D. N. Harwell
Assistant County & City Engineer

DNH:mm
Encl: R/W Hearing Statement
Brochures, Land Acquisition/Relocation Assistance
cc: F. B. Klaboe
V. D. Wolfe
A. E. Johnson D.N. Harwell

NOTED
H. S. COX

TOPICS

S.E. 17TH AVE & POWELL BLVD.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

April 22, 1970

The Honorable Lloyd E. Anderson
Commissioner of Public Works
City of Portland
1220 S. W. Fifth Avenue
Portland, Oregon 97204

RECEIVED
APR 22 1970
ENGINEER
COUNTY & CITY DIVISION

Dear Mr. Anderson:

Your proposal of April 10 for providing the local government's one-third share of the cost of the proposed 17th and Powell grade separation project has been reviewed and we agree to the procedure. We wish to reiterate that, by including $300,000 of Federal TOPICS Funds into the financing of the project, the entire project will be subject to federal aid highway requirements and regulations. This will include procedures relating to public hearings, right-of-way acquisition, utility adjustments, maintenance, operation, labor provisions, authorization procedures, documentation, et cetera.

At the next Highway Commission meeting, we will propose that the Highway Commission approve the City of Portland using $300,000 of its Federal TOPICS Funds in financing a portion of the local government's one-third share of the cost of the 17th and Powell project. The normal State matching funds will be from the State's one-third share of the project and the City's normal matching funds will be from its estimated $400,000 contribution.

The proposed TOPICS procedure will require a State-City agreement to cover the federal funding and necessary federal clauses. This agreement will be prepared and forwarded to you in the near future.

COST

33% { TOPICS 300,000
PORTLAND 400,000
STATE 1,100,000
FR 1,100,000
3,300,000

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Tom Edwards
Victor D. Wolfe
V. E. Skoog
L. H. Young
H. S. Cox
A. E. Johnson
D. H. Moehring

NOTED
RICHARD UNREIN

BEN GIFFORD
ESTIMATES USED AS INTENT

NOTED
DON HARWELL

LLOYD E. ANDERSON
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

WM. S. LIND
CHIEF OF OPERATIONS
JAMES L. APPERSON
CITY ENGINEER

NOTED
H. S. COX

10210

CITY OF PORTLAND
OREGON

97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

April 10, 1970

Mr. Forrest Cooper
State Highway Engineer
Highway Division
State Highway Building
Salem, Oregon 97310

Subject: 17th and Powell

Dear Mr. Cooper:

City Engineer Jim Apperson has been discussing with you and your staff the Portland City Council's desire to utilize $300,000 of Federal TOPICS Funds as part of the local share in the 17th and Powell Grade Separation.

It is our understanding that the State Highway Department would have no objection to this procedure. Mr. R. E. Simpson, Division Engineer for the Bureau of Public Roads, has indicated to Mr. Apperson that he believes these funds could be made available without appreciable difference in the construction schedule. We would like to proceed on this basis; however, if at any point it appears that significant delays or increases in cost would result, the City of Portland would withdraw its TOPICS request.

Under this procedure, the local government 1/3 share in the cost of the grade separation is estimated to be:

Multnomah County	$ 400,000
City of Portland funds - 20%	400,000
Federal TOPICS Funds	300,000
	$1,100,000

RECEIVED
APR 16 1970
ENGINEER
COUNTY & CITY DIVISION

LLOYD E. ANDERSON
Commissioner of Public Works

LEA:JLA:j

RECEIVED
APR 14 1970
OFFICE OF
STATE HIGHWAY ENGINEER

LLOYD E. ANDERSON
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

WM. S. LIND
CHIEF OF OPERATIONS
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON
97204
1220 S.W. 5TH AVENUE • PHONE (503) 228-6141

RECEIVED
APR 17 1970
ENGINEER
COUNTY & CITY DIVISION

April 10, 1970

Portland City Council
City Hall
Portland, Oregon 97204

Attention: Ray Smith, Auditor

The Oregon State Highway Division, in cooperation with the City of Portland and Southern Pacific Transportation Company, has proposed plans for future right-of-way acquisition and construction on the S.E. 17th Avenue-Powell Boulevard Section of the Mt. Hood Highway (US 26), lying entirely within the City of Portland, Multnomah County, Oregon.

The proposal consists of reconstruction and widening of S.E. Powell Boulevard to a four-lane curbed facility, providing four 12-foot travel lanes, 3-foot shy distance to curbs, and a variable median, with limited, controlled access to intersecting public streets and abutting properties. Included in the proposal is a railroad overcrossing structure providing separation of railroad and vehicular traffic. The route of the proposal is approximately as shown shaded on the attached map.

This is to advise you that informal informational corridor-design hearings will be held in the Council Chambers of the City Hall in Portland, Oregon on Monday, June 1, 1970, between 2:00 p.m. and 9:00 p.m., and also on Tuesday, June 2, 1970, from 9:00 a.m. to 12: noon, with engineering and right-of-way personnel present to discuss the

NOTED
DON HARWELL

the proposal, including relocation assistance programs, with persons who may be affected by the project.

Pursuant to state statutes and city ordinances and/or resolutions, a formal public hearing pertaining to the corridor-design route features will be held concurrently and in conjunction with the formal Portland City Council's street closure hearing in the Council Chambers of the City Hall in Portland on Tuesday, June 2, 1970, starting promptly at 2:00 p.m. Right-of-way and construction schedules will be discussed and opinions and views accepted at the combined State and City Council formal hearings with an additional 10 days allowed for further written statements or comments.

In order that all interested persons may be informed of the proposed plans, the Highway Commission will have a public notice published in the appropriate newspapers in the vicinity on Friday, April 24, 1970, Friday, May 22, 1970, and on Friday, May 29, 1970, or the nearest publication date thereto.

Very truly yours,

JAMES L. APPERSON, P.E.
City Engineer

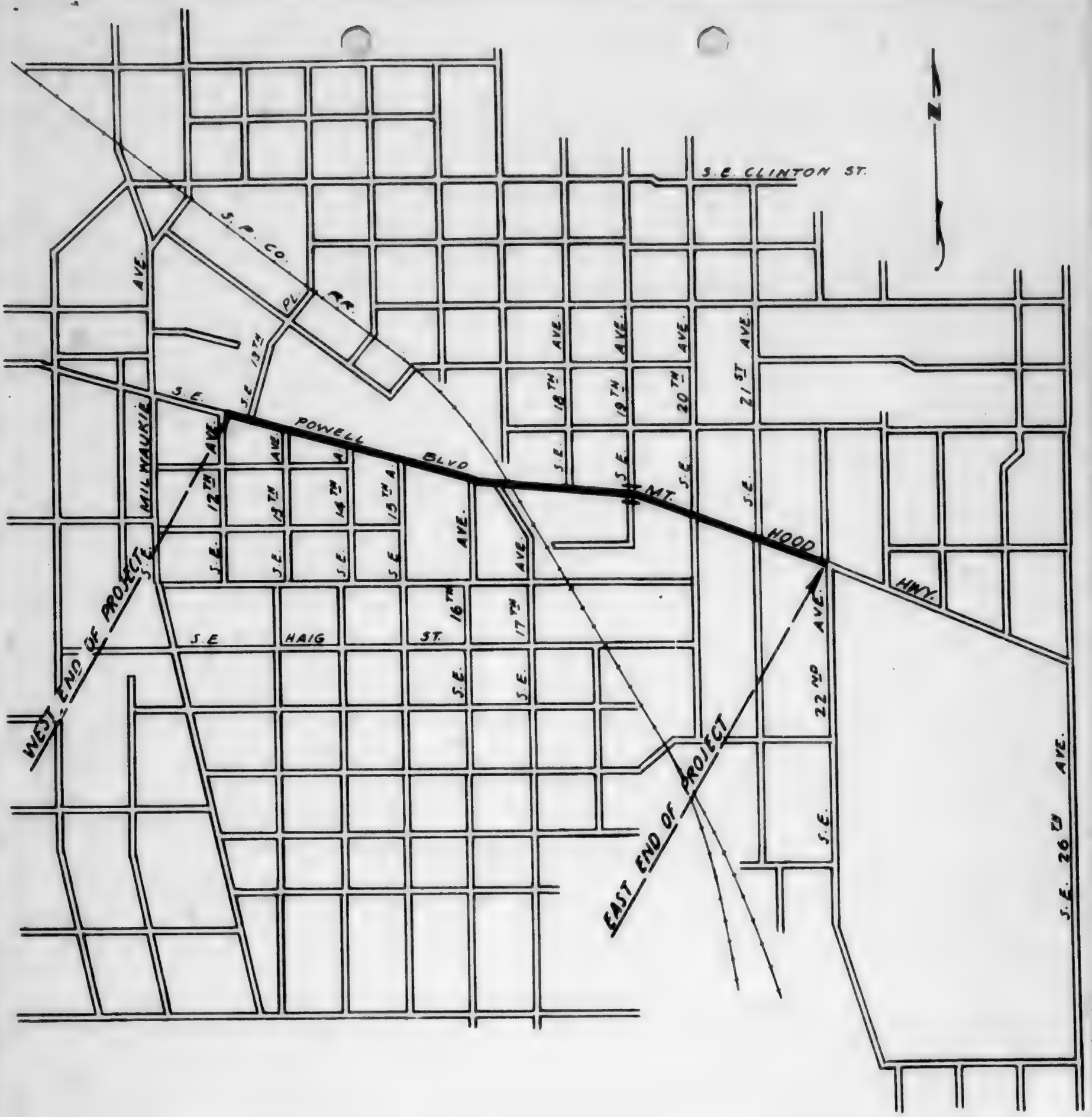
RNC/dr
Map attached

cc: See attached

APPROVED

Floyd E. Anderson

Commissioner of Public Works



OREGON STATE HIGHWAY DIVISION

Corridor & Design Hearing Map

S.E. 17th AVE. & POWELL BLVD. (PORTLAND)

MT. HOOD HIGHWAY

MULTNOMAH COUNTY

1329

Report of James L. Apperson, City Engineer, transmitting proposed plans for future right of way acquisition and construction on the S. E. 17th Avenue-Powell Boulevard Section of Mt. Hood Highway (U.S. 26), with approval of the Commissioner of Public Works, and setting time for hearing by State Highway and City for June 2, 1970 at 2:00 P.M.

APR 1 5 1970
ADOPTED

APR 1 5 1970

THE COMMISSIONERS VOTED AS FOLLOWS

	YEAS	NAYS
ANDERSON	/	
GRAYSON	/	
IVANCIE	/	
McCREADY	/	
SCHRUNK	/	

Filed APR 10 1970

RAY SMITH
Auditor of the CITY OF PORTLAND
By [signature] Deputy

RECEIVED
APR 6 - 1970
FORM B-30 SOM 10-65
FOR FILING

7741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 6, 1970

SUBJECT:

To: MEMO TO THE FILE

On April 2, Messrs. James Apperson, Carl Short, Bob Smith and Ray Cruden of the City of Portland met with me, D. J. Barbee, A. D. Olson and Dave Moehring to discuss the plans for the 17th and Powell facility.

We went over with them the matter of acquiring right-of-way; showing them in particular those parcels of right-of-way needed for the project which would be excess after construction has been completed.

The City will make up its mind whether or not it wants to acquire right-of-way by street extension methods or by the regular negotiation condemnation procedure.

They also advised me that they were still strongly considering the use of TOPICS funds. They were informed that if TOPICS funds were used, we would have to touch all the bases--in acquiring right-of-way and through the progress of the job--required by Federal regulations which could be time-consuming and might delay the project.

They will take the matter under advisement and notify me in a few days how they wish to proceed.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
H. S. Cox
D. H. Moehring
A. D. Olson
A. E. Johnson

RECEIVED
APR 7 - 1970
FOR FILING

4-3-70

NOTED
R. L PORTER

...RNED TO
Porter
Info

NOTED
F. B. KLABOE

MEMO TO FILES

RE: TOPICS--City of Portland
17th and Powell

7741

On April 2, 1970, Mr. James L. Apperson, Portland City Engineer, and Mr. Kay N. Cruden, Chief of Portland Bureau of Design, dropped into my office and presented a proposal for funding a portion of the City of Portland's share of the proposed 17th and Powell project with $300,000 of Federal Aid TOPICS funds.

We discussed some of the factors involved if this project included any Federal Aid in its funding. They wished to review these factors with the B.P.R. and we met with the following B.P.R. representatives:

Mr. R. E. Simpson, Division Engineer
Mr. Glen L. Green, Engr. Coordinator
Mr. Charles J. Mathias, Right-of-Way Officer

The following subjects were discussed:

1. Notices of Intent
2. Public Hearings-Design Approval
3. Relocation Assistance
4. Utilities

Mr. Simpson expressed that he felt that a project of this complexity that involved Federal Aid would require nearly a year to bring to the contract stage. He felt that the Federal Aid requirements would only delay the project by a few months.

The City officials said they would review Federal Aid requirements with the Commissioner of Public Works to weigh the advantages and disadvantages of Federal Aid participation in this project.

Richard Unrein
Urban Aid Engineer
County and City Department

RU:ljt
4/3/70

cc: F. B. Klaboe (w/att)

RECEIVED
APR 8
OFFICE OF
STATE HIGHWAY ENGINEER

PROPOSAL FOR FUNDING OF CITY OF PORTLAND 1/3 OF 17TH & POWELL ESTIMATED CONSTRUCTION COSTS

MULTNOMAH COUNTY - ESTIMATED TOTAL		$400,000
CITY - GAS TAX	$325,000	
CITY - TOPICS	75,000*	
CITY TOTAL		$400,000
[redacted] FEDERAL TOPICS FUNDS*		300,000
TOTAL ESTIMATED CITY'S SHARE		$1,100,000

THE CITY OF PORTLAND'S 1/3 SHARE OF REAL ESTATE AND RIGHT OF WAY COSTS TO BE DEDUCTED FROM THE CITY'S $325,000 CONTRIBUTION AND/OR THE COUNTY'S $400,000 CONTRIBUTION.

* TOTAL RECOMMENDED TOPICS PROGRAM = $375,000 = 300,000 Fed. + 75,000 C.F.Y
No State match.

JAMES L. APPERSON, City Engineer

APPROVED:

LLOYD E. ANDERSON
Commissioner of Public Works

cc: F.B. Klaboe

RECEIVED
APR - 2 1970
ENGINEER
COUNTY & CITY DIVISION

7741 S.E. 17th & Powell Blvd. Sec., of Mt. Hood Hwy. in Ptld. (Grad., pav. struc., sign., illum.) 1972 Folder #2

RR-691
5-5-70

RECEIVED
MAY 27 1970
ENGINEER
COUNTY & CITY DIVISION

March 25, 1970

S.E. 17th AND POWELL BOULEVARD SECTION
MT. HOOD HIGHWAY (POWELL BOULEVARD)
MULTNOMAH COUNTY

The westerly end of the proposed project is at the intersection of S.E. 13th Place and Powell Boulevard. The easterly end of the proposed project is at the intersection of S.E. 21st Avenue and Powell Boulevard.

The proposed project will eliminate the present at-grade crossing of Powell Boulevard and the Southern Pacific Transportation Company's railroad tracks. The traffic volume on this section of highway during 1969 averaged 28,300 vehicles daily. The 1976 traffic volume is estimated at 37,200 vehicles daily. The computed capacity of the existing highway is 30,000 vehicles daily; however, this capacity is substantially reduced during times of excessive train movements.

The right of way required for the proposed project will displace 2 non-operating businesses and 14 operating businesses. In addition there will be approximately 5 families consisting of an estimated 20 persons displaced.

Referring to the hearing map you will note the various colors. The yellow area is existing pavement that will remain in place. The green indicates existing pavement that will be removed. The red is the proposed construction.

The Powell Boulevard portion of the proposed project will be a four-lane curbed highway having a variable width median, four 12-foot travel lanes and 3 feet between the edge of the travel lanes and the curbs.

The proposed project will consist of widening and lowering a portion of Powell Boulevard and constructing one-way access roads.

An overlay along S.E. Haig Street between S.E. Milwaukie Avenue and S.E. 17th Avenue, extending S.E. 19th Avenue one block southerly and improving portions of S.E. Tibbetts Street will also be included in the proposed project to facilitate local traffic movements during the time of construction.

The proposed horizontal alignment of Powell Boulevard will generally follow the alignment of the existing highway, with the majority of the widening being on the southerly side of the existing street. The proposed vertical alignment will meet the grade of the existing highway at each end of the project and will be depressed at the railroad tracks to provide approximately 16 feet of vertical clearance under the proposed railroad structure.

The streets from S.E. 14th Avenue to S.E. 19th Avenue inclusive will not have direct access to Powell Boulevard when the proposed project is complete. These streets will be connected to one-way access roads which will be constructed on both sides of the proposed facility westerly of the railroad and on the northerly side of the proposed facility easterly of the railroad. Access to the portion of S.E. 19th Avenue southerly of Powell Boulevard will be provided by extending S.E. 19th Avenue southerly to connect with S.E. Pershing Street.

Pedestrian underpasses will be constructed on both sides of the proposed facility to facilitate the crossing of the railroad tracks by pedestrians. Existing sidewalks that are removed by construction will be replaced.

The physical characteristics of the Powell Boulevard portion of the proposed project are as follow:

Total length	0.43 miles
Total central angle	33°18'
Total number of curves	3
Maximum degree of curve	3°00'
Number of maximum curves	1
Maximum central angle, 1 curve	16°59'
Maximum grade	5.0%
Length of maximum grade	500 feet
Length of 3% grade or over	900 feet
Total rise and fall	49 feet

Detours for vehicular and railroad traffic will be provided during the time construction work is being done on the proposed project. Adequate safety devices will be provided to protect the motoring public.

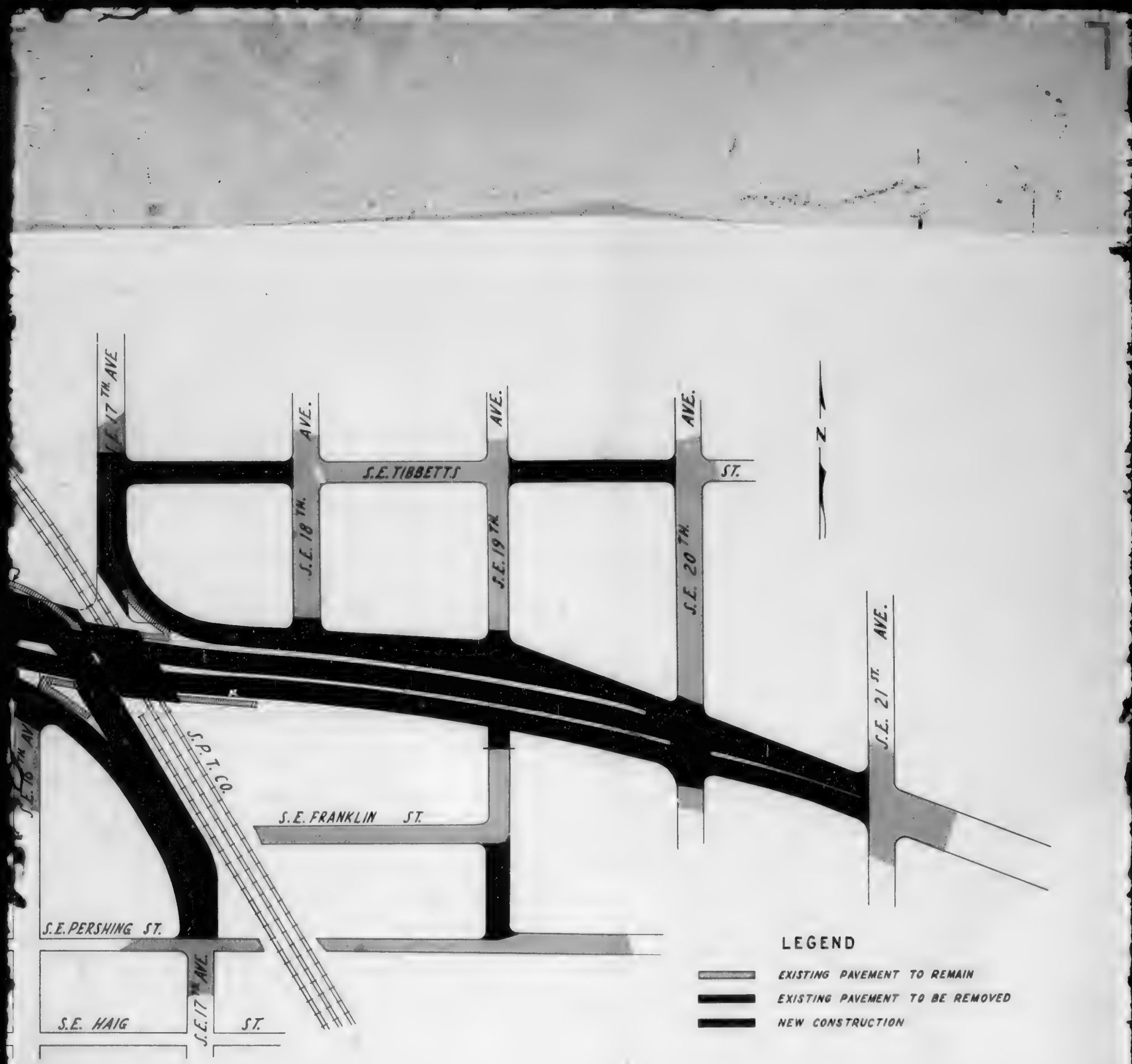
OREGON STATE HIGHWAY DIVISION

CORRIDOR AND DESIGN HEARING MAP

S.E. 17TH AVE. & POWELL BLVD. (PORTLAND)

MT. HOOD HIGHWAY

MULTNOMAH COUNTY


S.E. 17TH AVE
S.E. 18TH AVE.
S.E. 19TH AVE.
S.E. 20TH AVE.
S.E. 21ST AVE.
S.E. TIBBETTS ST.
S.E. FRANKLIN ST.
S.E. PERSHING ST.
S.E. HAIG ST.
S.E. 17TH AVE.
S.P.T. CO.
N
LEGEND
EXISTING PAVEMENT TO REMAIN
EXISTING PAVEMENT TO BE REMOVED
NEW CONSTRUCTION

RECEIVED
MAR 25 1970
FOR FILING

FORM E 20-1 10M-7-66 SP*23657-794

7741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 18, 1970

SUBJECT: NOA agreement
March 17 Commission meeting

To: Mr. Leonard Lindas
Chief Counsel

B U I L D I N G

Attached are three signature copies and an extra copy of an agreement between the State, the City of Portland, and Southern Pacific Transportation Company pertaining to the 17th and Powell crossing in Portland.

The signature copies do not yet bear your approval stamp and signature. Would you please forward the agreements as outlined in Mr. Young's letter to you dated March 12.

When the agreement is fully executed, please return one copy for the Commission's files. In the interim, we have kept a xerox copy.

Floyd Query, Secretary

FQ:fkn
Attachments

cc R. L. Porter

NOTED
R. L PORTER

RECEIVED
MAR 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 26 1970
FOR FILING
7741
OGLESBY H. YOUNG
GENERAL ATTORNEY-OREGON LINES

Southern Pacific Transportation Company

800 PACIFIC BUILDING, PORTLAND, OREGON 97204

N.O.A.

March 12, 1970

Noted
L. I. Lindas

RECEIVED
MAR 13 1970
LEGAL & RIGHT OF WAY

RAILROAD COMPANIES
FILE No. 697

Leonard I. Lindas
Chief Counsel
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Re: City, State and Railroad Tri-Party Agreement -
17th and Powell

Dear Leonard:

Enclosed herewith are triplicate original forms of agreement for execution by representatives of the Oregon State Highway Commission. After the three forms have been signed, kindly return them to me so I may forward them to Southern Pacific Transportation Company officials for execution.

In due course I will deliver fully executed forms of agreement to the two representatives of the City of Portland. Also enclosed are three photocopies of the agreement as prepared in final form.

Sincerely,

092

NOTED
F. B. KLARER

Enclosures

cc: Marian C. Rushing
(With 4 copies of agreement)

James L. Apperson
(With 1 copy of agreement)

NOTED
R. L. PORTER

3.18.70
Orig letter
Triplicate Agreement
+2 cps. to
Jenny for signature
Then to Linda for
Recording
(Mc)

Exhibit "A"
Same as Dec. draft
Allocation same
6 SP
1 Port
Sent 3.19.70

RECEIVED
MAR 10 1970
FOR FILING

NOTED
F. B. KLABOE

7741

MEMO TO FILES
March 9, 1970

RE: Proposed TOPICS Projects
~~City~~ of Portland

At the request of Mr. Joseph P. Niehuser, City of Portland, a meeting was held on March 6, 1970, in the Metropolitan Engineer's office to discuss proposed Portland TOPICS projects. The following individuals attended this meeting:

E. J. Leland, BPR
W. N. Bryant, BPR
A. E. Johnson, OSHD
K. D. Limbocker, OSHD
D. L. Peterson, OSHD
Richard Unrein, OSHD
J. P. Niehuser, City of Portland-Design Bureau
R. L. Walton, " " " " "
R. C. Spear, " " " Traffic "

Mr. Niehuser stated the City of Portland was re-evaluating proposed TOPICS projects and that a meeting was scheduled that afternoon between the Commissioner of Public Works, City Engineer, and City Traffic Engineer to discuss projects and coordination for submission of project requests. He also stated that in lieu of the seven previously submitted requests, the City was considering funding its portion of the 17th and Powell project with TOPICS funds and submitting a request to improve Going Street ($800,000±) near North Greeley Avenue.

It was suggested that the Commissioner of Public Works meet with Mr. Klaboe to discuss the 17th and Powell situation before they requested this as a TOPICS project. The BPR representatives felt that this project would qualify under the TOPICS program.

Following this meeting Messrs. Leland, Bryant, Niehuser, Walton, and Unrein reviewed the proposed Going Street project on the ground. This project would widen the existing 40-foot 4-lane facility to a 66-foot 6-lane facility from North Greeley Avenue westerly approximately 1500 feet to Swan Island. The Greeley Avenue and railroad structures will be involved in the widening. The BPR representatives indicated that they would have to study traffic figures and other data before they could determine the eligibility of this particular project.

Richard Unrein
Urban Aid Engineer
County-City Department

RU:mm

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Tom Edwards
A. E. Johnson
F. B. Crandall
W. N. Bryant, BPR

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1970
FOR

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 6, 1970

7741

To: MEMO TO FILE

SUBJECT:

On this date, a meeting was held in the Water Service Bureau Building in Portland to discuss financing for the 17th and Powell grade separation (Southern Pacific Transportation Company). The following were in attendance:

Commissioner L. W. Aylsworth	Multnomah County
Commissioner David Eccles	Multnomah County
Commissioner Francis Ivancie	City of Portland
Commissioner Lloyd Anderson	City of Portland
Earl Bradfish, Administrative Assistant to Commissioner Ivancie	City of Portland
Forrest Cooper	State Highway Division
R. L. Porter	State Highway Division

The purpose of the meeting was to try to arrive at some conclusion for financing the project (which is estimated to cost $3,300,000) on which there was a tentative agreement for the Railroad, the City, and the State to participate in equally. The City had requested that Multnomah County share in part of the cost and it appears that Multnomah County was quite reluctant. The discussion was principally between representatives of Multnomah County and the City of Portland. It developed that both of these entities had financial difficulties. I stated that the State was also short of funds for construction projects. The outcome was a tentative arrangement as follows (figures approximate):

Southern Pacific (1/3 share)	$1,100,000
Multnomah County (with an implied promise of $200,000 more)	400,000
City	600,000
State (1/3 share)	1,100,000

The above totals $3,400,000 which is slightly above our present estimate of the project.

Forrest Cooper
State Highway Engineer

FC:fn
cc Highway Commission

R. L. Porter	Victor D. Wolfe	F. D. Morgan
F. B. Klaboe	D. J. Barbee	A. E. Johnson
Tom Edwards	H. S. Cox	L. W. Rulien

RECEIVED
MAR 18 1970
FOR FILING

Southern Pacific Transportation Company

800 PACIFIC BUILDING, PORTLAND, OREGON 97204

OGLESBY H. YOUNG
GENERAL ATTORNEY-OREGON LINES

7741

March 5, 1970

RAILROAD COMPANIES
FILE No. 691

3238

TO THOSE ON THE ATTACHED LIST:

Re: Three-Party Agreement Covering Grade Separation at 17th Avenue and Powell Boulevard

This will serve to confirm arrangements for a meeting to be held in the conference room of the City Attorney for the City of Portland on Wednesday, March 11, 1970 at 10:30 A.M. to discuss the above subject.

Very truly yours,

Oglesby H. Young

NOTED
F. B. KLABOE

RECEIVED
MAR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Marian C. Rushing
City Attorney
City of Portland
306 City Hall
Portland, Oregon 97204

James L. Apperson
City Engineer
City of Portland
City Hall
Portland, Oregon 97204

R. L. Porter
Deputy State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

F. B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Leonard I. Lindas
Chief Counsel
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

T. H. Kruttschnitt, Jr.
Assistant to Chief Engineer
Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

Southern Pacific
Transportation Company

One Market Street, San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

February 26, 1970

IN REPLY PLEASE REFER TO
911700/311
0-0-69-25

REFERRED TO
Peter
By Asst. State Hwy. Engr
Info.

NOTED
F.B. KLABOE

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir: Attention: Mr. F. B. Klaboe
Assistant State Highway Engineer.

This is in answer to your letter of February 9 with which you enclosed rough draft of proposed Three-Party Agreement covering reconstruction of Powell Boulevard in the vicinity of 17th Street in Portland.

Attorney Oglesby H. Young and we have reviewed the Agreement and we are attaching herewith two photo copies of your draft upon which we have indicated certain suggested changes. You will be able to identify the changes from the larger type.

In your draft, it was provided that each of the Three Parties would bill the other two for their respective one-third shares of costs incurred. In our opinion, this would be an extremely cumbersome arrangement and you will note that near the bottom of page 3 of our draft we have inserted a new Section which proposes that the Oregon Highway Department act as "Banker" for the project and assemble all charges and in turn bill the other two parties.

Your draft provided that the City would acquire all necessary right of way. We assume that this is the result of an Agreement between the State and the City but it occurs to us that your department is probably more adequately staffed for the acquisition of this right of way than is the City.

copy of letter & agreement to Linda: 3-9-70

Mr. Forrest Cooper February 26, 1970

In order to get this Agreement into a form satisfactory to all Three Parties, we suggest that all of us get together with engineers and attorneys to review the Agreement and get it into final form for execution. Mr. Young is currently in the East but we believe he will return next week and by copy of this letter we are asking that he contact your people and the City representatives to arrange for such a meeting.

Yours very truly,

W. M. Williamson
jss

RECEIVED
MAR 2 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific
Transportation Company

One Market Street, San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

February 18, 1970

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO
911700/311
0-0-69-25

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

F. B. KLABOE
NOTED

Dear Sir: Attention: Mr. F. B. Klaboe
Assistant State Highway Engineer.

Thank you for your letter of February 9 with which you transmitted two copies of a rough draft of proposed agreement on the 17th and Powell Blvd. underpass in Portland.

We are currently reviewing this and will furnish our comments and recommendations as soon as possible.

We believe both a functional and aesthetic improvement could be made in one of the details of the bridge deck, plans for which we sent you with our letter of January 15. With the type of handrail shown on Sheet 1 of C.E. Drawing 36099, there would be the possibility of pieces of ballast or debris falling onto vehicles or the street surface. In order to avoid this, and perhaps provide a more pleasing appearance, we suggest that the plans be revised to include a concrete wall 1'-7" high topped by a tubular railing as shown on the enclosed print of C.E. 36099, Sheet 5. If you agree, we will revise the plans sent you on January 15 and furnish you with new Mylars.

We also enclose a print of C.E. Drawing 37082, Sheet 2, revised February 11, to show the alignment details of the shoofly. We have also changed the drawing to remove the right of way required for the grade separation and show only that required for the shoofly.

copy w/ maps to
Barlee 2-20-70

Mr. Forrest Cooper February 18, 1970

We ask that your contractor construct the subgrade between clear points at shoofly engineer stations 115+80 and 122+30. Our forces will construct the track between these limits and make the connections at both ends.

On January 12, your Mr. V. E. Skoog wrote our Portland office and transmitted Invoices Nos. 100915 and 100916. Invoice No. 100915 was for preliminary engineering and designs and No. 100916 was for construction of a model, both pertaining to an earlier project. The total of these two invoices is $4,783.81. Our letter of May 8, 1967 to you contained a proposal that if the project under negotiation at that time failed to materialize, the State and Southern Pacific would lump their respective preliminary engineering costs and divide the total on a 50-50 basis. In accordance with that proposal, Mr. Skoog has billed us for $2,391.90, which is 50% of the total of the two invoices.

You will recall that early in 1966, we retained the firm of Kelley and Associates Engineers to furnish professional services for the total project under discussion at that time and we subsequently furnished copies of his work to you. Our arrangement with Kelley was that his billing be segregated between the four principal phases of the total project. The segregation and the amounts we paid him are as follows:

I. 17th and Powell grade separation	$ 10,549.
II. Bybee Blvd. overpass	9,907.
III Landscaping at Eastmoreland	8,704.
IV. Model	290.
	$ 29,450.

It is our opinion that the Oregon Highway Department has no responsibility for Item III, but that the costs for the other three items, totaling $20,746, should be shared between us on the 50-50 basis proposed in the May 8, 1967 letter.

Lumping your two invoices and the amounts paid Kelley for Items I, II and IV yields a total of $25,529.81, of which your 50% share is $12,764.90. Shall we pay your two invoices in the amount of $2,391.90 and bill you for $10,373.00, or shall we credit your share of the total of $12,764.90 with your expenditures of $4,783.81 and bill you for the net difference of $7,981.09?

Please also let us know the extent to which you wish us to document the payments to Kelley. We can furnish you with a summary of the twelve periodic payments or, if you wish, a copy of each of his twelve detailed bills.

Yours very truly,

H. M. Williamson

Encl.

RECEIVED
FEB 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

FORM M-20-X (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

February 17, 1970

SUBJECT: 12th Street-21st Avenue Section
Mt. Hood Highway
Multnomah County

To: Mr. A. E. Johnson
Metropolitan Engineer
5821 N. E. Glisan Street
Portland, Oregon

Attention: Mr. James H. Versteeg

NOTED
F.B. KLABOE

This note is a reminder that on the subject project special design will be necessary to accommodate the sheet piling and its conflict with existing sewers.

By a copy of this letter I am requesting the Bridge Division to provide you with structure and wall footing designs, when completed, so that you may know the exact location of the sheet piling and design accordingly.

ORIGINAL SIGNED BY
D. J. BARBEE

D. J. Barbee
Design Engineer

DNS:jp
cc: F. B. Klaboe - Assignment: FBK-3238
Ivan Merchant - Please provide Metropolitan Division with the structure and wall designs when completed.

RECEIVED
FEB 18 1970
OFFICE OF
STATE HIGHWAY ENGINEER

February 11, 1970

Mr. H. M. Williamson
Chief Engineer-System
Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

Dear Mr. Williamson:

Re: S. E. 17th and Powell and SPTC Intersection, Mt. Hood Highway, City of Portland, Your Ref: 911700/311
0-0-69-25

We are in receipt of C.E. Drawing 37082, Sheet 2, transmitted by your letter of February 3. The matters involved will be studied and we will be in contact with you at a later date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
D. J. Barbee

DNS:jp srb

D-6708

Southern Pacific Transportation Company

9893

One Market Street, San Francisco, California 94105

H. M. WILLIAMSON
CHIEF ENGINEER-SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

February 3, 1970

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES-SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO
911700/311
0-0-69-25

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

RECEIVED
DESIGN
DIVISION

Dear Sir:

This is in answer to your letters of January 22 and January 27 in connection with the 17th and Powell Boulevard Grade Separation Project in Portland.

With respect to your letter of January 22, we are enclosing 2 prints of C.E. Drawing 37082, Sheet 2, revised January 20, illustrating a Railroad shoofly which we recommend during construction. You will note that in order to minimize costs, we have indicated only a single track shoofly with a temporary connection to the existing double track between Southeast 15th and 14th Avenues. The offset provided by the shoofly at the Powell Boulevard structure is 30' and visualizes that a temporary sheet-pile retaining wall would be constructed 4' from the edge of the bridge. This will provide 26' between the center line of the shoofly and the temporary wall which would tend to minimize the height of the wall.

The print indicates by grey shading right of way parcels which we took from an earlier drawing and which we realize are not now correct. We have also indicated by cross-hatching, the right of way on property owned by others which will be required for the shoofly only.

By letter dated January 20, your Mr. A.E. Johnson furnished our Portland office with certain plans one of which was entitled "Temporary Detour Plan". Our interpretation of this plan is that the larger arrows indicate a split detour with two lanes of traffic on either side of the proposed bridge and that the smaller arrows indicate an alternate with all four lanes of traffic to the south of the proposed bridge. Because of the confusion and construction activity, we recommend that whatever detour crossings are selected that they be protected with automatic crossing gates. From the

Mr. Forrest Copper

February 3, 1970

standpoint of installing such protection, it appears that the alternate detour with all of the traffic to the south of the bridge would be preferable.

We are not sure what detour movements are contemplated between Powell Boulevard and 17th Avenue to the north of Powell but in plotting the proposed shoofly on your drawing it appears that an undesirable situation would be created if detour traffic was permitted to move between Powell Boulevard and 17th Avenue in this quadrant. Your analysis may suggest the desirability of prohibiting such movements during construction or an adjustment in the turning movements so as to prevent an undesirable crossing of detour traffic over the Railroad shoofly.

After you have had an opportunity to study these matters, we would appreciate receiving revised plans indicating what detour arrangement you select and also showing its relationship with the Railroad shoofly. We will then furnish a more definite proposal for the installation of the crossing protective devices.

With respect to your letter of January 27, we agree with you that the final agreement will contain much more detail than listed in your letter but we also agree that you have covered the main points. With respect to numbered Item 1, you have proposed that all three parties will share all costs including right of way and preliminary engineering expended by each of them subsequent to October 16, 1969 which was the date of the original meeting at which the parties firmed up plans for the project as now proposed. This is satisfactory to Southern Pacific.

Yours very truly,

H. M. Williamson

Attach.

cc: The Honorable Lloyd Anderson
Commissioner of Public Works
City of Portland
City Hall
Portland, Oregon 97204

RECEIVED
FEB 5 1970
OFFICE OF
STATE HIGHWAY ENGINEER

S. E.

STREET

SEVENTEENTH

STREET

N

STREET

N 675,000

S. E.

RHINE

STREET

N 675,000

6" Water Line

20" Water Line

8" VSP

HAIG

SE

AVENUE

127+02 PS (Sc)

127+54 PS (Sc)

STREET

RHINE

SE

POR #16 N 674,640.02 E 1,450,058.60

S.E. TWENTIETH

130+59 PS Westward Main

130+600 PS Eastward Main

TWENTYFIRST

SEVENTEENTH

M.P. 7679 HAIG

128+82?

STREET

130+0595 BC Sa=5889

LAFYETTE

S.E.

Parking Area

62" CSP

ST

S.E.

131+30 ℄ Ped Overpass Str # 767 80 (Sc)

131+7595 C.C 1°30' Rt

6" Water Line
20" Water Line
8" VSP
HAIG
S.E.
TWENTIETH
S.E.
TWENTYFIRST
S.E. LAFAYETTE
RHINE
S.E.
M.P. 767.9
HAIG
128+82.2
127+02 PS (Sc)
127+54 PS (Sc)
130+05.95 BC Sa = 5889
LAFAYETTE
S.E.
Portion Area
131+75.95 CC 1°30' Rt
POR #16 N 674,640.02 E 1,450,058.60
130+59 PS Westward Main
130+60.0 PS Eastward Main
131+30 ℄ Ped Overpass Str # 767 80 (Sc)
62" CSP
ST
V-17
35

EQUATION

AVE

THIRTEENTH

FOURTEENTH

FIFTEENTH

SIXTEENTH

AVE

PERSHING

EAST

HAIG

SOUTH

S. E.

S.E.

S E

768

E1,449,000

N 675,000

SIXTEENTH AVE

768

123+542

ST

C-768.10

B.C. 6° Lt.

OSMUD & CO.

E.C.

120

1875

643'

2

Main

3

Westward

4

5° 1

1°

Eastward Main

124+78 PS

PERSHING

E.C.

S.E. FRANKLYN STREET

B.C. 6° Lt.

PROPOSED SHEETPILING

SOUTH

S.E. 19TH AVE.

S.E.

BLVD.

TIBBETTS

AVENUE

S.E. POWELL

AVENUE

S.E.

N 676,000

N 676,000

SOUTH

TIBBETTS

S.E.

PROPOSED SHEETPILING

S.E. FRANKLYN STREET

B.C. 60' L.

E.C.

S.E. 19TH AVE.

BLVD

S.E. POWELL

AVENUE

PERSHING

E.C.

S.E.

OSMUD & CO.

Main

Westward

124+78 PS

Main

AVENUE

S.E. MILWAUK

BLVD

MARY

ST.

106+092 PS
106+281 PS

Parking Area Signal

PROPOSED SINGLE SHOOFLY CONNEC TRACK.

C-768.30

AL DISDERO LUMBER

S. E.

108+47.8 PS (Sc)

AGGART

STREET

111+10 PS (Sc)

BOCCI BLOMBERGER

GLIDEON

NORTH PACIFIC LUMBER CO

C-768.20

ST

COLUMBIA LADDER & WOODEN-WARE CO

S. E.

POWELL

110+475 BCS 1697

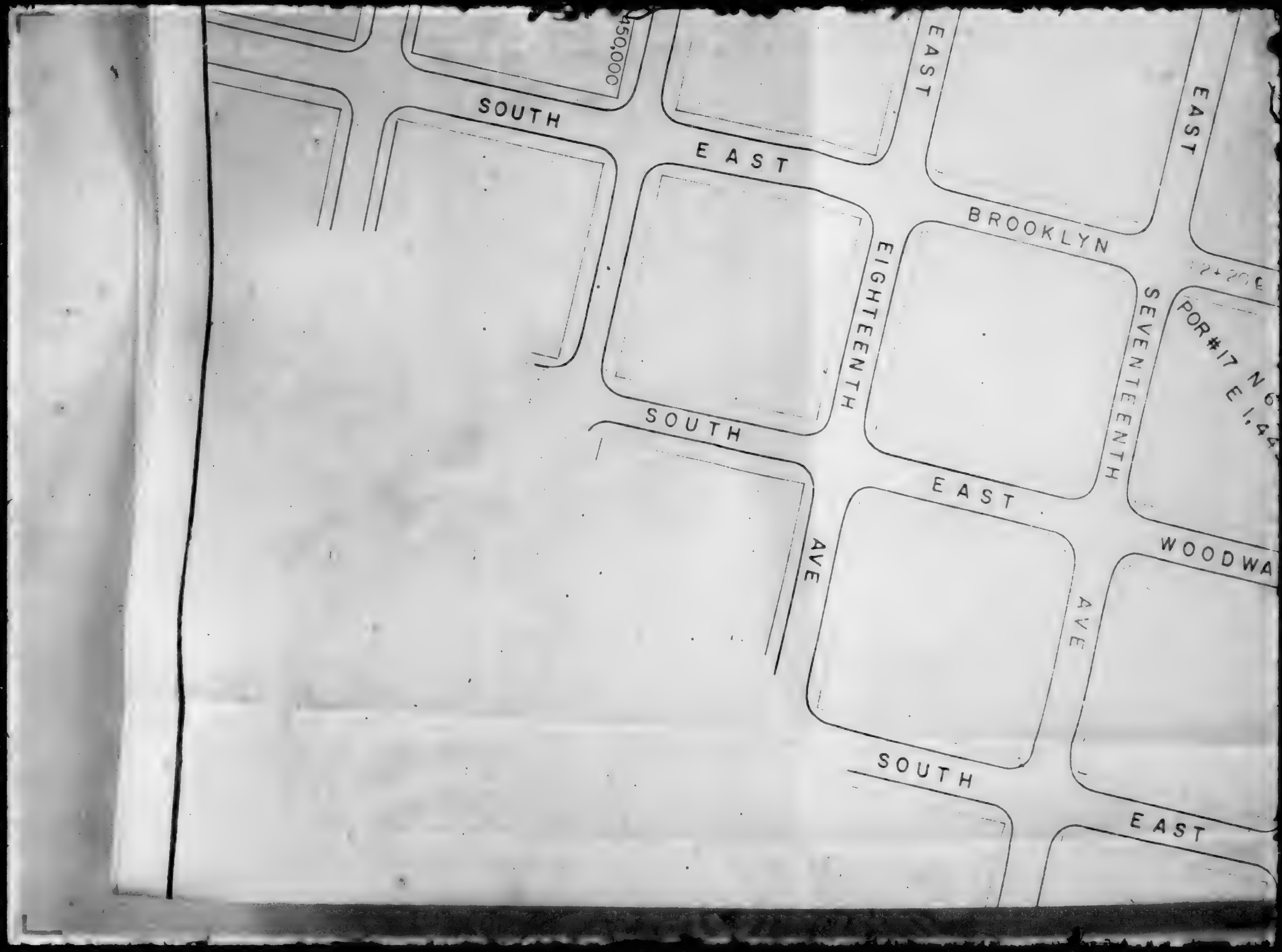
110+585 BCS 1697

112+685 CC 3°34' R

112+575 CC 3°30' R

114+65

NUE


450,000
SOUTH
EAST
EAST
EAST
BROOKLYN
EIGHTEENTH
SEVENTEENTH
POR #17 N 6
E 1.44
SOUTH
EAST
AVE
AVE
WOODWA
SOUTH
EAST

MILWAUKIE

AVE.

Δ=1° 5'

102+51.4 ℄

STREET

C-768.43

To Portland Union Station

100

100

S.E. TWELFTH AVE.

85+89.3 ℄

99+66

STREET C-768.43

MASONS SUPPLY CO.

Area

Surface

5 Westward 4 Main

4 Eastward 3 Main

3

2

1

Area Signal

LEONETTI FURNITURE CO.

103+82 PS (Sc)

99+53 ℄ X-ing (Sc) P.S.

90.5

101 S.E. THIRTEENTH AVE.

IVON

107+05 ℄ X-ing S. E.

OSED SINGLE TRACK
LY CONNECTING

STREET

FOURTEENTH AVE

CLINTON

S.E.

FIFTEENTH AVE

AGGART

E 1,449,000

LEGEND

- SOUTHERN PACIFIC RIGHT OF WAY LINE
- PROPOSED TRACK SHOOFLY ALIGNMENT
- TRACKS TO BE OUT OF SERVICE DURING CONSTRUCTION
- PROPOSED CONNECTION FOR ALTERNATE ONE TRACK SHOOFLY
- PROPOSED SHEETPILE RETAINING WALL
- PROPOSED STRUCTURE
- TENTATIVE PROPERTY ACQUISITION AS PROPOSED BY STATE
- PROPERTY REQUIRED BY RAILROAD FOR TEMPORARY TRACK SHOOFLY

SOUTHERN PACIFIC TRANSPORTATION COMPANY

PACIFIC LINES

PORTLAND

S.E. 17th. AVE. AND S.E. POWELL BLVD.
PROPOSED UNDERPASS

Scale: 1" = 100'

Jan. 9, 1970
Rev. Jan. 20, 1970

C E
Drawing 37082

LEGEND

- SOUTHERN PACIFIC RIGHT OF WAY LINE
- PROPOSED TRACK SHOOFLY ALIGNMENT
- TRACKS TO BE OUT OF SERVICE DURING CONSTRUCTION
- PROPOSED CONNECTION FOR ALTERNATE ONE TRACK SHOOFLY
- PROPOSED SHEETPILE RETAINING WALL
- PROPOSED STRUCTURE
- TENTATIVE PROPERTY ACQUISITION AS PROPOSED BY STATE
- PROPERTY REQUIRED BY RAILROAD FOR TEMPORARY TRACK SHOOFLY

SOUTHERN PACIFIC TRANSPORTATION COMPANY
PACIFIC LINES

PORTLAND

S.E. 17 th. AVE. AND S.E. POWELL BLVD.
PROPOSED UNDERPASS

Scale: 1"= 100'

Jan. 9,1970
Rev. Jan. 20,1970

C E
Drawing 37082
Sheet 2

Drawer 2088

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FOR FILING

G 77411

February 10, 1970

The Honorable David Eccles
Vice Chairman
Board of Commissioners
Multnomah County
County Courthouse
Portland, Oregon 97204

Dear Mr. Eccles:

Reference is made to your recent inquiry about the status of Powell Boulevard near 17th Street in Portland.

A search of our records reveals the following:

1. On November 27, 1937, this particular section was designated as Federal Aid Primary Route 24.

2. On September 11, 1944, the State Highway Commission entered into a formal agreement with the City of Portland which officially recognized the fact that we had placed a Federal Aid route on their city street and that we would assume maintenance. A copy of this agreement is enclosed.

3. On May 1, 1961, the Highway Commission redesignated FAP 24 away from this area. It is not now on the Federal Highway System.

The records are sketchy, but it is our opinion that Powell Boulevard is a city street over which a state highway has been routed.

If I can be of any further assistance, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
H. S. Cox
A. E. Johnson

FBK:srb
Enclosure (Misc. Contracts & Agreements No. 804)

Designation of Mt Hood Highway No 26

Designated by Highway Commission Resolution on November 27 1917 from Multnomah County line to Hood River

section from Portland E.C.L. to Clackamas Co. line dedicated on January 16 1931 by Highway Comm. Resolution. This resolution dedicated all State Highways in Multnomah County entering Portland to the city limits.

The State informally used Powell Blvd and the Sellwood Bridge as the route of Hwy 26. When the Front Ave. route of Pacific Hwy. W. was built the State recognized the need for formal agreements on the maintenance of State Highways and on Sept. 11, 1944 an official agreement naming Powell Blvd along with many other streets as the routes of specific State Highways was signed by the appropriate officials.

A corridor resolution signed July 8 1969 by the Highway commission established the future route of Hwy 26 to be over the dedicated route of I 80 N from the Marquam Bridge east to the vicinity of 122nd Ave. This does not remove Powell Blvd (or abrogate the 1944 maintenance agreement) from the system.

Federal Aid designation

FAP 24 was designated by USBPR on Nov. 27 1933 from a point on FAP 9 via Sandy & Govt Camp etc.

FAP 24 was redesignated to a point on I-5 over a new route through Portland on May 1, 1961 Maps of these routes show the original route as being over the route of Hwy 26 and the new route as coincident with the designated route of I-80N

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MAY 22 1972
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7741

February 9, 1970

Mr. H. H. Williamson
Chief Engineer-System
Southern Pacific Transportation Company
65 Market Street
San Francisco, California 94105

Dear Mr. Williamson:

I enclose two copies of a rough draft of a proposed agreement between the State, the Railroad and the City of Portland concerning the reconstruction of Powell Boulevard in the vicinity of 17th Street.

Please review this draft and advise us as promptly as possible of any corrections or additions you may wish to make.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Enclosures

cc: Forrest Cooper
R. L. Porter
D. J. Barbee
H. S. Cox
A. E. Johnson

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

February 9, 1970

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

SUBJECT: Construction-Finance Agreement Draft
S. E. 17th Avenue-Powell Blvd. Section
Mt. Hood Highway
City of Portland/Southern Pacific
Transportation Company

Herewith are seven (7) copies of a suggested draft regarding subject agreement relating to financing and construction of the 17th/ Powell project.

Please note that the Multnomah County Board of Commissioners are not included as parties of the agreement, however, it appears the City may want to get them involved.

You are, of course, aware that the County disclaims their legal rights to participate in this project, however, in agreement of September 11, 1944, between City and State refers to Powell Blvd (east end of Ross Island Bridge to 82nd Avenue) as a city street with state highway traffic being routed over same.

On Tuesday, February 3 and Thursday, Febraury 5, 1970, respectively, I discussed this matter with Commissioner Lloyd Anderson, Portland, and he informs me prior to any announced public hearing, either jointly or separately with State and City, he would get together with Multnomah County and City of Portland to clarify a few matters relative to participation monetarily and other in regards to the project.

I trust this will suffice as a draft in line with our prior discussions and call your attention to the fact that no monies are mentioned.

H. S. Cox
County and City Engineer

By: D. N. Harwell
Assistant County and City Engineer

DNH:ljt
Attachments

copy of agreement to Al Johnson 3-5-70

RECEIVED
FEB 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

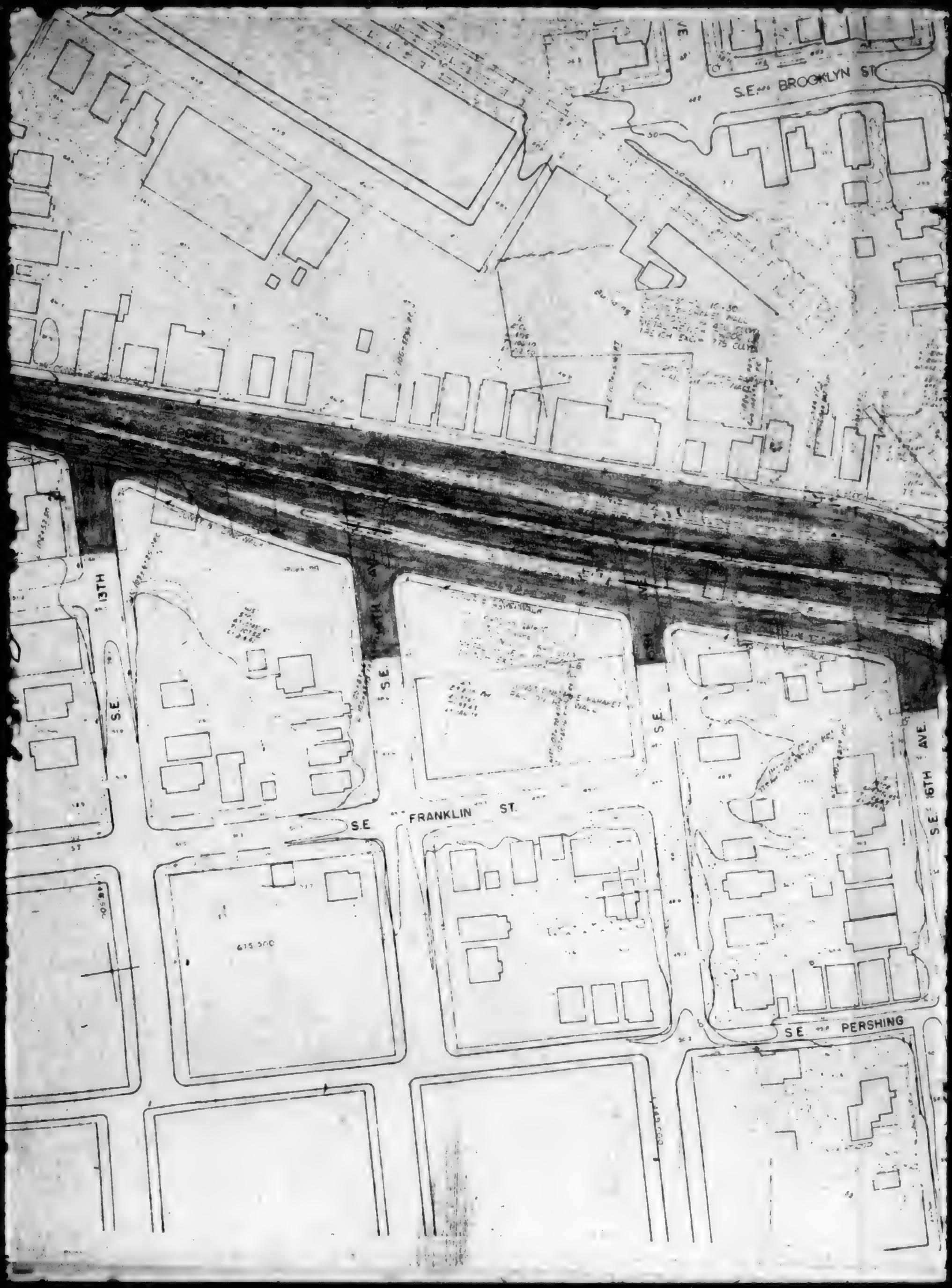
SP 92475-734

S.E. MILWAUKIE AVE.

S.E. KELLY ST.

S.E. 12TH AVE.

S.E. 13TH


S.E. BROCKLYN ST
BLVD
13TH
S.E.
S.E.
S.E.
S.E.
FRANKLIN ST.
S.E
S.E. 16TH AVE.
S E PERSHING

S.E. 20TH AVE.

S.E. 19TH

S.E. 18TH ST.

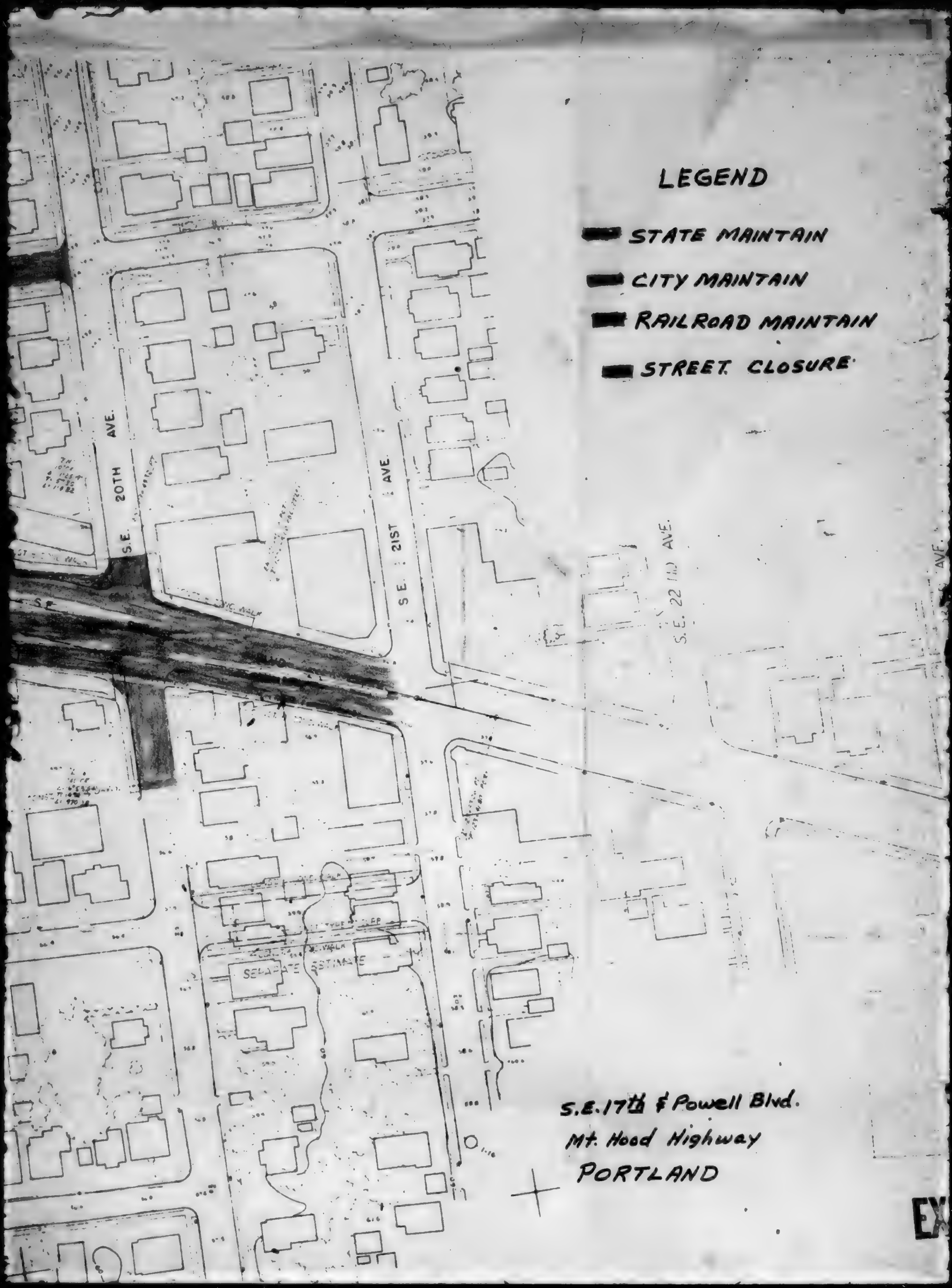
S.E.

S.E. HAIG ST.

S.E. 17TH AVE.

ST

S.E. 16TH AVE


LEGEND
STATE MAINTAIN
CITY MAINTAIN
RAILROAD MAINTAIN
STREET CLOSURE
S.E. 20TH AVE.
S.E. 21ST AVE.
S.E. 22ND AVE.
SEPARATE ESTIMATE
S.E. 17th & Powell Blvd.
Mt. Hood Highway
PORTLAND

LEGEND

- STATE MAINTAIN
- CITY MAINTAIN
- RAILROAD MAINTAIN
- STREET CLOSURE

S.E. 21ST AVE.

S.E. 22 ND AVE.

S.E. 23 RD AVE.

POWELL PARK

S.E. 17th & Powell Blvd.
Mt. Hood Highway
PORTLAND

EXHIBIT A

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OREGON STATE HIGHWAY DIVISION

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

February 3, 1970

Attention: Mr. H. M. Williamson
Chief Engineer

Gentlemen:

Re: S.E. 17th and Powell and SPTC Intersection
Mt. Hood Highway, City of Portland
Your Reference: 911700/311 0-0-69-25

This is to acknowledge receipt of mylar copies of Drawings C.E. 36099, Sheets 1 to 4.

When data is available on the shoofly, we would appreciate copies so that it may be indicated on our plans.

Very truly yours,

Forrest Cooper
State Highway Engineer

By ORIGINAL SIGNED BY
D. J. BARBEE

D. J. Barbee
Design Engineer

RECEIVED
FEB 3 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ADO:jp
cc: F. B. Klaboe
A. E. Johnson
Ivan Merchant

file copy

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JAN 28 1970

7741

January 28, 1970

Oregon State Highway Commission

Gentlemen:

On November 6, I advised you of a forthcoming January meeting to be held with representatives of the City of Portland, Multnomah County, Southern Pacific Transportation Company, and the State for the purpose of determining a cost distribution formula for the construction of a separation structure at the intersection of Powell Boulevard with the Southern Pacific railroad tracks in the vicinity of 17th Street.

This meeting was held on January 23 in City chambers in Portland. The State advised those present that a total estimate of costs for the construction of the facility amounted to approximately $3.3 million. It was determined that an agreement would be drawn up on the basis that the State, the Railroad and local government would each share one-third of the cost of providing this new facility.

We are proceeding to draw up proper agreements, et cetera, to handle the matter and they will be presented to you as soon as they have been approved by those involved.

If you have any further questions regarding this matter, I will be pleased to discuss them with you on February 3.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
H. S. Cox
D. J. Barbee
F. D. Morgan
A. E. Johnson
L. W. Rulien

FBK:srb fn

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JAN 27 1970
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7741

January 27, 1970

Mr. H. M. Williamson
Chief Engineer-System
Southern Pacific Company
65 Market Street
San Francisco, California 94105

The Honorable Lloyd Anderson
Commissioner of Public Works
City of Portland
City Hall
Portland, Oregon 97204

Gentlemen:

Re: 17th and Powell Grade Separation Project
Portland, Oregon

The construction of this facility was the subject of a meeting held in Portland on January 23. Our interpretations of the results of this meeting and of discussions that followed the formal meeting are as follows:

1. An agreement will be executed by the three parties involved (i.e., Railroad, City, State) stating that the three parties will share all costs, including right-of-way preliminary engineering already expended by each of the parties subsequent to October 16, 1969, on the basis of one-third each.

2. The State will immediately draft a tri-party agreement to cover the matter.

3. The agreement will state that the State will complete the plans to final construction plans incorporating into said plans certain portions of the work being performed by the Railroad.

4. The agreements will state that the State will prepare descriptions for needed right-of-way which will be acquired by the City.

5. The agreement will cover the closure of certain streets intersecting Powell and crossing the railroad as stipulated during the recent meeting.

6. The agreement will state that the State will award the contract and supervise the construction. Payment for the construction will be promptly made to the State on a monthly basis during the course of the work.

Naturally, the agreement will contain a lot more detail than listed above. However, these are the high points as I understand them. If I am incorrect on any of these points, please advise me immediately.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
Victor D. Wolfe
V. E. Skoog
H. S. Cox
D. J. Barbee
A. E. Johnson

FBK:srb sr

MAR 26 1970
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7741

January 23, 1970

MEETING OF CITY, COUNTY, STATE AND SOUTHERN PACIFIC RAILROAD OFFICIALS
TO CONSIDER PLANS FOR THE S.E. 17TH AND POWELL RAILROAD GRADE SEPARATION

A G E N D A

1. Meeting called to order - Commissioner Ivancie
2. Review of October 16, 1969, meeting - Commissioner Ivancie
3. Presentation of grade separation plan - Forrest Cooper, Oregon State Highway Department
4. Railroad construction plans - H. M. Williamson, Southern Pacific Railroad
5. Traffic considerations - Don Bergstrom, City of Portland
6. Cost estimates - Forrest Cooper, H. M. Williamson
7. Cost allocation - General discussion
8. Construction schedule - Forrest Cooper, H. M. Williamson
9. Other business

Proceed to prepare plans & spec
1/3 State, 1/3 RR, ???

Draft agreement sent to S.P. 1st

NOTED
R. L PORTER

January 23, 1970

MEETING OF CITY, COUNTY, STATE AND SOUTHERN PACIFIC RAILROAD OFFICIALS TO CONSIDER PLANS FOR THE S.E. 17th AND POWELL RAILROAD GRADE SEPARATION

Following the October 2, 1969, public hearing called at the request of Commissioner Francis J. Ivancie, representatives of the City of Portland, Multnomah County, Oregon State Highway Department, and Southern Pacific Railroad met and agreed on a general plan for relieving the traffic congestion and hazard at the Southeast 17th and Powell Boulevard railroad crossing. The agreement called for the preparation of plans and cost estimates for construction of a road underpass under the Southern Pacific tracks and appropriate street changes related to this project. All parties agreed to share in the cost of the grade separation project.

The meeting today, January 23, 1970, is held for the purpose of reviewing the grade separation plans and cost estimates that have been prepared by the Oregon State Highway Department and the Southern Pacific Railroad Company. Also to be considered is a proposal by the Southern Pacific Railroad Company, City Planning Commission, and City Traffic Engineer to reduce the traffic hazard at three other crossings on this heavily used portion of railroad.

With the construction of the grade separation, it is recommended that the two grade crossings immediately north of S.E. Powell Boulevard (the crossings at S.E. Brooklyn and S.E. 13th Place) be closed to traffic. These streets are little used and represent a significant traffic hazard because of poor sight clearance. Recently, a driver was killed while crossing at S.E. 13th Place. The third proposed crossing closure is at S.E. Reedway which is located at the throat of Southern Pacific's Brooklyn yard. Southeast Reedway is an unimproved street. The City Engineer, Traffic Engineer, and Planning Commission already have reviewed this closure and recommend approval.

The S.E. 17th and Powell grade separation plan calls for depressing four lanes of Powell Boulevard and two walkways under the Southern Pacific Railroad tracks. North bound traffic on S.E. 17th Avenue would cross over Powell and then would be diverted west bound onto Powell Boulevard. Powell Boulevard would be widened from S.E. 13th to S.E. 21st in order to provide space in the street for the underpass and access to abutting property.

The estimated cost for the right of way, road and railroad structures, and grading and paving is $3,310,000. If an agreement can be reached on the design plans, railroad crossing closures, and cost sharing by the City, County, State, and Railroad, construction on the project could begin as early as next fall.

$1,110,000

DEPARTMENT OF
PUBLIC AFFAIRS

FRANCIS J. IVANCIE
COMMISSIONER

CITY OF PORTLAND
OREGON

September 5, 1969

TO THE COUNCIL

Gentlemen:

RE: Ordinance to regulate use of the railroad crossing at S.E. 17th Avenue and Powell Boulevard - Crossing No. C-768.10.

If you ask the citizens of Portland what the number one problem is confronting the city today, I am sure that a very large number of them would tell you it is the traffic congestion caused by the train crossing at the intersection of S.E. 17th and Powell Boulevard. Reports by the Portland Traffic Engineer confirm that the traffic delays and congestion at this crossing represents the single largest bottleneck in the City of Portland. Congestion here is not a new problem. It is a problem that has been festering for years and present indications are that the conditions are getting worse. In October, 1960, there were 350 train movements a week at this intersection. By January, 1965, this number had increased to 415, and by December, 1967, there was a further increase to 450 train crossings per week. In June of this year, the number of crossings had reduced to 431 a week, but the average time of delay for motorists had increased from 2 minutes and 20 seconds in December, 1967, to 3 minutes in June, 1969. While the 3-minute delay by itself does not appear excessive, delays up to 12 minutes have been recorded and traffic being blocked 5, 6, and 7 minutes is not uncommon. Moreover, these delays occur on a street that presently carries a volume of 27,650 cars per day. The result is that there is an ever-increasing incidence of traffic accidents and alarming loss in the public's time and funds because of the traffic congestion.

Presently, the railroad company has unrestricted use of this crossing. Trains pass this point virtually every hour of the day. Our record indicates that trains obstruct the S.E. 17th and Powell crossing as frequently during periods of rush hour traffic on Powell Boulevard as at other times during the day.

Undoubtedly, the proper solution to this problem would be the construction of a grade separation whereby the train and motor vehicle traffic are physically separated. Plans have been prepared by both city and state for such a grade separation, but it is obvious that such a project will take considerable time to complete, even if the funds were readily available. Recently there has been legislation giving the Public Utilities Commission the authority to hold a public hearing and allocate the costs of such a project, but this new authority, however, does not necessarily mean that the project would be completed at an earlier date.

The present situation is that while there may be a grade separation constructed some time in the future, the present traffic obstruction on S.E. Powell Boulevard is a major problem of ever-increasing proportions which is contrary to the public safety and welfare and requires the immediate attention of the City Council.

There is no question in my mind that the City Council has the authority to restrict the use of the railroad crossings in the city. Section 2-105 (a) No. 23 of the City Charter provides that the Council may "regulate and control for any and every purpose the use of streets, highways, alleys, sidewalks, public thoroughfares-..... and to regulate the use of streets, roads, highways and public places for transportation or use of every description, and for installation of any kind." Section 2-105 (a) No. 25 provides that the City Council has the power "to regulate, restrain, and prevent obstructions within the public streets, sidewalks and places and to make all needful regulations to keep and maintain the public streets, sidewalks and places in a clean, open and safe condition for public use; ....." Further, the franchise granted to the Southern Pacific Company on March 18, 1964, provides that the franchise grant is subject to all of the applicable provisions of the Charter of the City of Portland. As a matter of fact, the City Traffic Code already provides the regulation of switching of freight cars on certain streets in northwest Portland and the parking of freight cars on such streets.

In view of these facts, I have prepared the draft of an ordinance which would provide minimal regulations for the train crossing at S.E. 17th and Powell Boulevard. The ordinance provides that trains would be prohibited from crossing at this point during peak hours of traffic which are from 7 a.m. to 9 a.m. and from 4 p.m. to 6 p.m. on weekdays. The ordinance further provides that the street will not be blocked for more than five mintues during other times of the day. This time limit is sufficient to permit a 100-car train traveling at 15 miles an hour to clear the intersection.

While I realize the railroad company may object to the provisions of this ordinance, I believe this matter is clearly a question of the Council allocating the time available between the public and the railroad company on the basis of priority of need. It is my recommendation that a hearing on this ordinance be scheduled within two weeks' time, so that the Council may act on this matter at the earliest possible time.

Respectfully submitted,

Francis J. Lorenz

COMMISSIONER OF PUBLIC AFFAIRS

FJI:w

D R A F T

ORDINANCE No.

An Ordinance amending Ordinance No. 75607 (Traffic Code) by adding thereto a new Section _____ to limit the time any person owning, operating, or in charge of any railroad train, car, or engine may obstruct the S.E. 17th and Powell Boulevard grade crossing, Crossing No. C-768.10 during certain hours or more than specified periods of time, and providing exceptions.

The City of Portland ordains:

Section 1. The Council finds that railroad trains occupying the grade crossing at S.E. 17th and Powell Boulevard, Crossing No. C-768.10, for prolonged periods of time causes undue traffic congestion with resulting vehicle accidents, extreme inconvenience, and a major loss of the public's time and funds; that said obstruction represents an unreasonable interference in local and interstate commerce and private interests; that such delays at said grade crossing are contrary to the public safety and welfare; that Section 2-105 of the City Charter grants the Council the authority to regulate the use of public streets and and to prevent obstructions; that the Commissioner of Public Affairs recommends that the Traffic Code be amended to prohibit the operator of any railroad train or engine from obstructing said street during certain hours and for specified periods of time; now, therefore, Ordinance No. 75067 (Traffic Code) passed by the Council July 10, 1941, as amended, hereby is amended by adding thereto a new Section _____ to read as follows:

Section _____. RAILROAD TRAINS OBSTRUCTING S.E. 17th AND POWELL BOULEVARD - CROSSING NO. C-768.10.

It shall be unlawful for any persons owning, operating, or in charge of any railroad train, car, or engine to direct the operation thereof while switching, or in any other such manner, so as to obstruct and prevent the free use of any part of S.E. 17th and Powell Boulevard, Crossing No. C-768.10 which otherwise would be sufficient for purposes of travel thereon by other vehicles between the hours from 7 a.m. to 9 a.m. and 4 p.m. to 6 p.m. daily or for more than five minutes during all other times, but not including Saturdays, Sundays, or legal holidays; except that this provision shall not apply to the operator of a train that is compelled to stop by causes beyond his control, or the operator of a passenger train that consists of no more than thirty (30) cars and is both in motion and traveling upon a regular schedule and route.

Passed by the Council,

Mayor of the City of Portland

Attest:

Auditor of the City of Portland

OREGON JOURNAL

AN INDEPENDENT NEWSPAPER

C. S. JACKSON, Founder
P.L. JACKSON, Publisher, 1924-1953
MARIA C. JACKSON, Chairman of the Board, 1946-1956
Be calm, be confident, be cheerful and do unto others as you would have them do unto you.
WM. W. KNIGHT, Publisher
ARDEN X. PANGBORN, Editor
DONALD J. STERLING JR., Editor, Editorial Page

10 J MONDAY, SEPTEMBER 8, 1969 4M

For Action At 17th And Powell

Southern Pacific railroad has raised the kind of protests against proposed restrictions on train crossings at SE 17th Ave. and Powell Blvd. that were expected.

Its charge that arbitrary interruptions of the traffic flow "would critically impair Portland's employment and economic base" is a matter which can be thoroughly explored at hearings on an ordinance prepared by City Commissioner Francis Ivancie aimed at easing the massive city traffic snarls caused by repeated blockages at this busy point.

The ordinance would ban all train crossings there from 7 to 9 a.m. and 4 to 6 p.m. on week days and would limit all other street closures for train crossings to 5 minutes.

Commissioner Ivancie's office has not made a study of the impact of these restrictions on port, industrial and related transportation activities. But it has acted on the assumption that in a 24-hour operation, accommodation can be made for the benefit of a long-suffering public at the most critical hours. Many of the traffic interruptions are in switching operations and do not involve the movement of freight.

There seems to be no question of the city's powers to establish controls of some kind. The fact that Southern Pacific has been allowed unrestricted use of this crossing for so many years reflects a pussy-footing approach to the whole problem on the part of City Hall generally and the city attorney's office specifically.

Even now, Commissioner Ivancie has found it necessary to proceed on the basis of legal advice obtained outside that office, but he has no question that he is on sound ground.

If the proposal seems drastic, it is because the daily traffic tieups at 17th and Powell are intolerable. Ivancie's move has been spurred by the growing frustrations of the city traffic and police bureaus and the mounting impatience of thousands of motorists who are angry at the unconscionable delay in dealing effectively with this problem.

These limitations at best would be only a temporary palliative. The need for a grade separation at 17th and Powell remains acute. A step toward this desirable goal was taken last spring with the passage by the Oregon Legislature of SB 85, which gives the state public utilities commissioner the same power to determine the fair share of costs of grade separation in Portland that he he has in all other Oregon cities.

This project certainly will be built some day. The failure to build it long ago is due in part to City Hall's lack of aggressiveness in this matter and to SP's unwillingness to assume the responsibility for meeting a civic problem that a corporation of its position and wealth ought to assume.

The issue has long been blurred by SP's attempts to "buy" a zone change which would permit expansion of its Brooklyn yards, to the detriment of adjacent residential areas, with an offer to pay part of the 17th and Powell grade separation costs.

These efforts have been rebuffed by the City Council, acting on the strong advice of the City Planning Commission and with the knowledge that a long-standing federal court injunction would make such a zone change illegal. It is clear, as it always has been, that the 17th and Powell matter is totally unrelated to the Brooklyn yards question, and that SP ought to take some inititative in dealing with that issue on its own merits.

It is time that the rich and arrogant Southern Pacific, which earned $107.6 million in 1968 and $57.2 million for the first six months of 1969, be compelled to act in the public interest. It is also time that the city attorney's office start thinking and acting in the interests of Portland's long-suffering citizens.

Commissioner Ivancie's proposal deserves the council's urgent attention.

Grade Separation Crossing Solution

Journal Oct. 3, 1969

Southern Pacific representatives and City Council members at Thursday's hearing on the long-standing train and automobile problem at SE 17th Ave. and Powell Blvd. expressed complete agreement on one point:

Only a grade separation will provide a solution.

The city has indicated preference for an underpass, and its plans for one are in the hands of the State Highway Commission, according to City Commissioner Francis J. Ivancie.

Ivancie said he was told by the State Highway Engineer, Forrest Cooper, that construction could be under way in 12 to 14 months, if all parties agree on plans and costs.

MAYOR Terry D. Schrunk said he would like to see the costs borne one third by the railroad, one third by the state and a third jointly by Portland and Multnomah County.

City Commissioner Mark A. Grayson said at Thursday's hearing that the city's biggest mistake in the 17th and Powell matter probably has been "in not-bringing it to a head long before this."

Grayson did not like SP's plan to regulate its train movements to alleviate traffic tie-ups. He told Oglesby Young, the railroad's general attorney, that "your proposal is a Mickey Mouse proposal, and you probably would classify our ordinance as a Mickey Mouse ordinance because neither will solve the problem. We need an overpass."

City Traffic Engineer Don Bergstrom, said he sees nothing wrong with most of SP's proposals to regulate train movements through radio communications, a ban on halting trains on the crossing, elimination of "scissor" movements and installation of electronic "predictor" devices to control the crossing signals.

HOWEVER, Bergstrom suggested adding provisions that no crossing shall exceed five minutes, that the crossing not be blocked again until vehicles have had an equal time to use the intersection, and that there be no more than two train movements across the intersection in any two-hour morning or evening rush period.

Alden W. Kilborn, SP division operations superintendent, said the railroad couid not promise these things. Trains moving at the yard limit of 10 miles an hour might take more than five minutes to clear the crossing, he said, and traffic the railroad deems essential might require more than two crossings during a rush hour period.

The hearing also included proposals from:

— **ATTORNEY** Shirley Field, unsuccessful commission candidate last year on a platform that included solving the 17th and Powell snarl, who urged that the council use city charter and franchise to the SP provisions as levers to force the line to pay up to 60 per cent of overpass costs.

— State Sen. Don Willner, in a statement read by his wife, urging imposition of regulations on train crossings. Willner sponsored SB 103 in the last legislative session which banned blocking of grade crossings for more than five minutes inside a city, or more than 10 minutes elsewhere.

— State Sen. George Eivers of Clackamas County, who urged that SP also consider limiting its train movements on other crossings, particularly the one in Lake Oswego.

OREGON JOURNAL

AN INDEPENDENT NEWSPAPER

C. S. JACKSON, Founder
P.L. JACKSON, Publisher, 1924-1953
MARIA C. JACKSON, Chairman of the Board, 1946-1956
Be calm, be confident, be cheerful and do unto others as you would have them do unto you.
WM. W. KNIGHT, Publisher
ARDEN X. PANGBORN, Editor
DONALD J. STERLING JR., Editor, Editorial Page

17th & Powell – Off Dead Center

Southern Pacific has given some indication that it is finally willing to face up to its responsibilities at the 17th and Powell bottleneck.

It is unfortunate that this rich and powerful railroad in effect had to be forced with various weapons at the disposal of the city and its people to do what it should have done voluntarily as a corporate citizen.

After the threat of a restrictive ordinance, SP officials have agreed to try to ease the traffic problems caused by its trains at the busy southeast intersection on Powell Boulevard.

The initial moves it will make should have been made long ago. They include such things as radio communications to regulate train runs, not stopping on the intersection except in emergencies, minimizing train movements during peak traffic hours, ceasing "scissor-type" movements in which trains are going both directions on the double tracks, and installing electronic indicators to help the traffic flow.

These steps are little enough to expect. As a result the City Council has agreed to postpone action on an ordinance proposed by Commissioner Francis Ivancie that would bar train crossings at the intersection during rush hours and limit them to five minutes at other times.

But Ivancie should proceed with readying his ordinance in the event the measures agreed to by the railroad are insufficient. The 90-day testing period set by the city is ample time.

The real solution to the 17th and Powell problem lies in constructing either an overpass or an underpass, with the SP paying its fair share of the costs. The city charter, under which the railroad operates through its franchise agreement, sets that share at 60 per cent.

At the recent City Council hearing, the Southern Pacific gave a further encouraging sign when its spokesmen said the railroad was prepared to begin negotiations on construction and costs of a grade separation, and that it is willing to pay its fair share.

It reads like a firm commitment of SP to begin talks on 17th and Powell construction without tying it to an unrelated and unwelcome project elsewhere — such as expanding a yard in a residential neighborhood as it did in its last offer on the 17th and Powell problem.

There should be immediate action to get negotiations under way. Furthermore, if the city and the railroad fail to reach agreement, the issue should be presented to the state public utilities commissioner, who has authority to allocate costs when the parties cannot agree.

RECEIVED
JAN 23 1970

OREGON STATE HIGHWAY DIVISION

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 22, 1970

Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

Attention: Mr. H. M. Williamson
Chief Engineer

Gentlemen:

Re: S.E. 17th and Powell and SPTC Intersection
Mt. Hood Highway, City of Portland
Your Reference: 911700/311 0-0-69-25

Reference is made to your letter of January 15 transmitting copies of C.E. Drawing 36099, sheets 1 through 4, illustrating details of the pre-cast box girder deck for the proposed railroad structure over a depressed Powell Boulevard. These have been reviewed by our Bridge Division and I am advised that they are satisfactory, that our estimates are in agreement, and that we would appreciate a set of mylars of these sheets for future use. When you have finalized your shoofly plan, I would appreciate a copy so that the shoofly may be indicated on our plan sheets.

Copies of our current data will be supplied to your representative at the January 23 meeting in Portland, and I presume that other details of mutual interest will be clarified or taken under study at that time.

Very truly yours,

Forrest Cooper
State Highway Engineer

By D. J. Barbee

D. J. Barbee
Design Engineer

ADO:jp
cc: F.B. Klaboe

A.E. Johnson

RECEIVED
JAN 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Hwy 26
Portland

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January ~~February~~ 22, 1970

NOTED
H. S. COX

TO ALL CONCERNED:

The Oregon State Highway Division proposes to conduct a location study on the Mt. Hood Highway in Multnomah County.

The sketch map shown on the reverse side of this letter does not depict in any way the details of our study; it merely shows the terminal points and the approximate corridor involved.

If you have any pertinent comments concerning this proposal, please list them below and forward to the State Highway Engineer, Oregon State Highway Building, Salem, Oregon 97310.

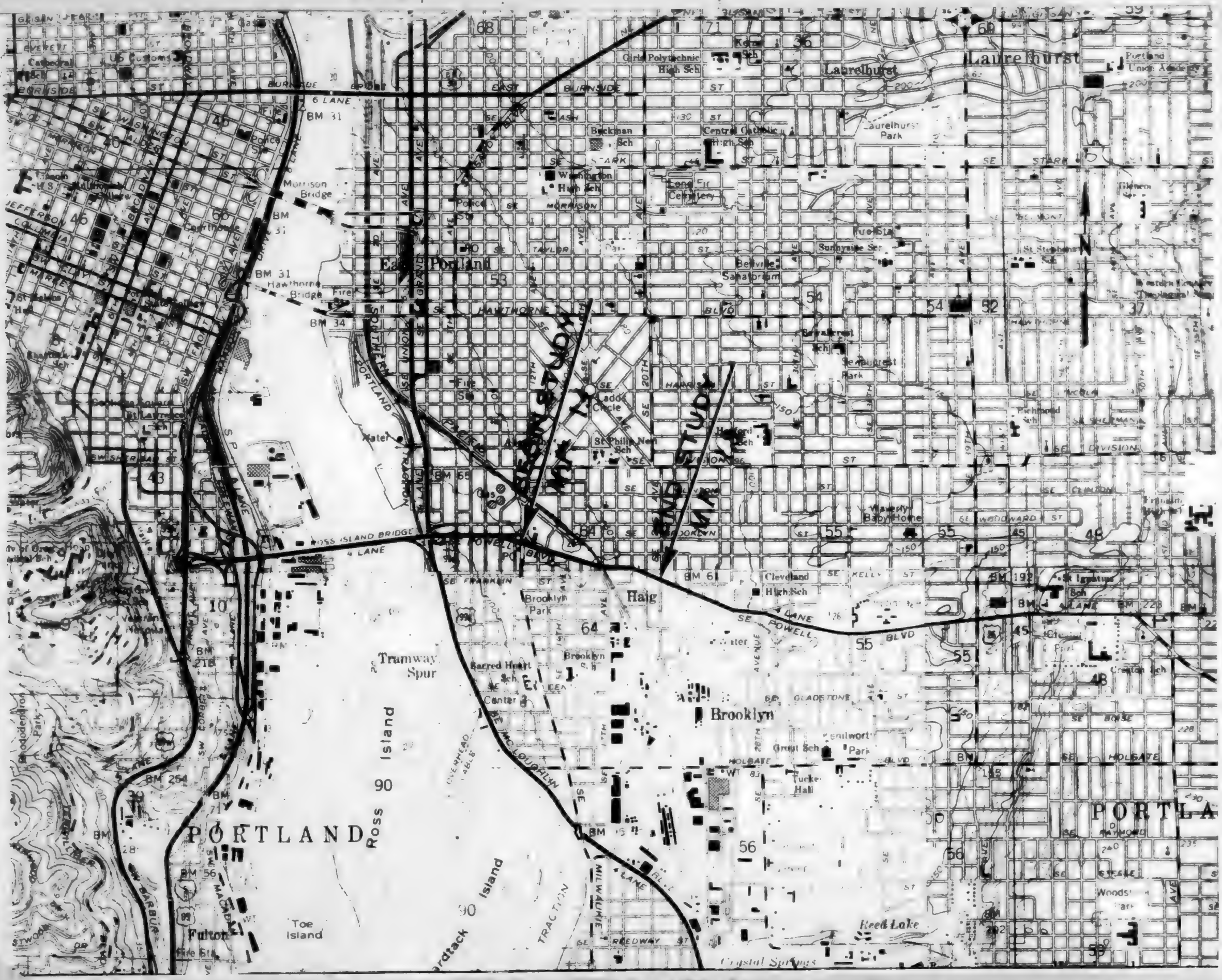
Very truly yours,

Forrest Cooper
State Highway Engineer

By F. B. Klaboe
F. B. Klaboe
Assistant State Highway Engineer

RECEIVED
JAN 23 1970
ENGINEER
COUNTY & CITY DIVISION

NOTED
DON HARWELL


Girls Polytechnic High Sch
Laurelhurst
Laurelhurst Park
Portland Univ Academy
Buckman Sch
Central Catholic High Sch
Washington High Sch
Long Fir Cemetery
Sunnyside Sch
St Stephens
Bellvue Sanatorium
East Portland
Hawthorne Bridge
Morrison Bridge
Courthouse
US Customs
Cathedral Sch
Police Sta
Fire Sta
Water
Ladds Circle
St Philip Neri Sch
Bryanfrost Sch
Stephenfrost Park
Richmond Sch
Waverly Baby Home
Cleveland High Sch
St Ignatius Sch
Brooklyn Park
Halg
Tramway Spur
Sacred Heart Sch
Center
Brooklyn
Grant Sch
Tucker Hall
Woodstock Park
Crestan Sch
Ross Island
Ross Island Bridge
Toe Island
Fulton
Fire Sta
Reed Lake
Crystal Springs
PORTLAND
BURNSIDE
EAST BURNSIDE
SW WASHINGTON
MORRISON
TAYLOR
HAWTHORNE BLVD
SE STARK
SE DIVISION
SE POWELL BLVD
SE FRANKLIN
SE GLADSTONE
SE HOLGATE
SE WOODWARD
SE REEDWAY
SW CARUTHERS
SW MACADAM
SW BARBUR
MILWAUKIE TRACTION
SOUTHERN PACIFIC
6 LANE
4 LANE
BM 31
BM 34
BM 61
BM 192
BM 218
BM 254
BM 56
BM 65
BM 228

H. S. Cox

(1) Hwy 26, Portland
+
(2) Hwy 1E, Portland

OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 22, 1970

Mrs. G. E. Hopper
2705 SE River Road
Milwaukie, Oregon

NOTED
H. S. COX

Dear Mrs. Hopper:

This will acknowledge receipt of your January 17, 1970, letter.

Public hearings will probably be held during calendar 1970 on both the 17th and Powell railroad separation project and the widening work on Pacific Highway East southerly of SE Reedway Street. - Clack Co Line

I suggest that you watch the newspapers for the time of the hearings and make your wishes on the projects known at that time. The Highway Commission is desirous of comments from interested citizens and will appreciate any comments you desire to make.

Very truly yours,

G. E. ROHDE
Chief Counsel

ORIGINAL SIGNED
D. H. MOEHRING

D. H. Moehring
Right of Way Engineer

RECEIVED
JAN 22 1970
ENGINEER
COUNTY & CITY DIVISION

DHM:JP
cc G. E. Rohde
H. S. Cox
/w/ att.

A. E. Johnson - info

NOTED
DON HARWELL

G. E. H.
2705 - S.E. River Rd.
Milwaukie, Ore.

PERRY C. HOFFER, MINISTER

PORTLAND, OREG.
PM
18 JAN
1970

Jan. 19, 1970.

RECEIVED
JAN 19 1970
LEGAL & RIGHT OF WAY

Mr. David Mochring
High-way Dept.
Salem, Ore.
Dear Sir.

I see by the "Oregonian" you are still planning to cut down our beautiful redwood and maple trees along Mc Laughlin Blvd. I travel this highway nearly everyday and so far consider our beautiful trees more of an asset to this community than wider strips of cement. We move to the suburbs to live amongst the trees and green grass rather than pavements than you highway people, who evidently have too much money and too much power proceed to spoil our communities that previous generations foresaw the beauty of trees and you short-sighted highway murderers are slaughtering what previous men realized would be an asset.

What about the grade crossing at Powel + 17th St. that needs your attention. I have been held up there for 25 min, a longer time than it takes to travel the whole length of Mc Laughlin Blvd. Spend your money where it is really needed if you have so much.

An incensed voter,

G. E. Hoffer

RECEIVED
FEB 6 1970

FOR FILING
Maint
Const Corp
Sp.

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 21, 1970

To:

MEMO TO ~~THE~~ FILES

SUBJECT: ~~17th and Powell Boulevard~~
S.E. 12th Avenue-S.E. 21st Avenue Section
Mt. Hood Highway
Multnomah County

Plans and estimates for subject section have been received from Metro and the details have been reviewed and structures and walls estimated by the Bridge Division. Estimates for railroad work and right of way for the railroad shoofly have been received from the Southern Pacific Transportation Company.

At present the estimate appears to be as follows:

Grade and Pave	$ 730,000
Structures, including walls	1,700,000
Railroad Work	110,000
Right of Way	770,000
Total Cost	$3,310,000

Attached are breakdown estimates of the construction items.

A. D. Olson
Preliminary Design Engineer

ADO:jp
Attach.
cc: F. B. Klaboe
A. E. Johnson
T. W. Litchfield
Ivan Merchant
H. S. Cox

NOTED
F. B. KLABOE

RECEIVED
JAN 22 1970
OFFICE OF
STATE HIGHWAY ENGINEER

GRADE AND PAVE INCLUDES:

Grade and Pave -- 12th - 21st) Grade and Pave -- Tibbetts)	$ 665,000
Light and Sign, Final	30,000
Light and Sign, Detour	26,000
Pedestrian Detour	9,000
TOTAL	$ 730,000

Form E-20

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET 1 OF 12 SHEETS

17th & Powell Blvd. Widening
S.E. 12th Ave. — S.E. 21st Ave.
Mt. Hood Highway

COST SUMMARY

ITEM			UNIT	QUANTITY	Allowance	TOTAL	PRICE	COST
1	CLEARING & GRUBBING		Lump Sum	—	—	—	—	10,000
2	REMOVAL of DETOURS		"	—	—	—	—	7,000
3	REMOVAL of CURBS		Lin. Ft.	5,480	550	6,030	1.50	9,045
4	REMOVAL of P.C.C. WALKS		Sq. Yd.	5,010	500	5,510	1.50	8,265
5	Pvmt. Rem GEN. EXCAVATION, Uncl.		Sq. Yd. C.Y.	14,061 57,660	1,406 5,770	15,467 63,430	1.00 2.50	15,467 158,575
6	TRENCH EXC.		"	2473 7,935	795	8,730	8.00	69,840
7	Sp. BACKFILL in DRAINS		"	1,090	110	1,200	7.00	8,400
8	WATERING		M-Gal.	90	10	100	5.00	500
9	COARSE CR. MATL. in BASE		Ton	2,320	230	2,550	3.30	8,415
10	3/4"-0 MATL. in LEVELING COURSE		"	310	30	340	3.50	1,190
11	CEMENT TREATED BASE		"	14,890	1,490	16,380	3.25	53,235
12	PORT. CEMENT in CTB MIX		"	745	75	820	30.00	24,600
13	Cl. "B" ASPH. CONCRETE		"	6,975	700	7,675	7.50	57,563
14	8"	C.M.P.	Lin. Ft.	5m 40	4	44	3.00	132
15	8"	SEWER PIPE	"	1016 1,376	138	1,514	3.50	5,299
16	12"	SEWER PIPE	"	784	78	862	5.50	4,741
17	24"	SEWER PIPE	"	152	16	168	13.00	2,184
18	6"	P.M.P.	"	336	34	370	2.50	925
19	8"	P.M.P.	"	2,532	253	2,785	3.00	8,355
20	8"	M.D.P.	"	280	28	308	3.00	924
21	2"	IRON PIPE	"	16	2	18	3.50	63
22	8"	CAST IRON PIPE	"	60	6	66	7.00	462
23	CONC. MANHOLE 0-12'		Only	8	1	9	350.00	3,150
24	CONC. MANHOLE, OVER 12'		"	2	—	2	400.00	800
25	RECONST. MANHOLE		"	2	—	2	100.00	200
						Page 1 - SUBTOTAL		~~149,618~~ 157,330

TABULATION SHEET

SHEET 2 OF 12 SHEETS

OREGON STATE HIGHWAY DEPARTMENT

17th & Powell Blvd Viking
S.E. 12th Ave. — S.E. 21st Ave.
Mt. Hood Highway

COST SUMMARY

ITEM			UNIT	QUANTITY	ALLOWANCE	TOTAL	PRICE	COST
					SUBTOTAL from Page #1			443,912
26	ADJUST	MANHOLE	Only	3	—	3	75.00	225
27	RECONST	ROCK SEWER	LUMP SUM	—	—	—	—	200
28	PLUG	ABANDONED PIPE	Only	7 6	1	7	10.00	70
29	Cl. "A"	CONC. in SEWERS	C.Y.	3.3	0.7	4	100.00	400
30	METAL	REINF. in SEWERS	LB.	162	38	200	0.25	50
31	CONC.	INLET, "P"	Only	35 28	4	39	125.00	4875
32	CONC.	INLET, CG-1	"	2	1	3	175.00	525
33	ADJUST	INLETS	"	3 2	1	4	35.00	140
34	REMOVE	INLETS	"	7 7	1	8	20.00	160
35	TYPE "A"	DRAIN	"	2	—	2	100.00	200
36	CONC.	CURBS, Type "C"	C.Y.	395	40	435	40.00	17,400
37	CONC.	CURBS, Type "F"	"	97	10	107	40.00	4,280
38	CONC.	DRIVEWAYS	S.Y.	30	3	33	6.00	198
39	CONC.	WALKS & SURFACING	"	7,100	710	7,810	5.50	42,955
40	Extra For	A.C. CONC. WALKS	"	1,000	100	1,100	2.50	2,750
41	Cl. "A"	CONC. in WALLS	C.Y.	3,200	320	3,520	75.00	~~264,000~~
42	METAL	REINF. in WALLS	LB	565,500	56,500	622,000	0.15	~~93,300~~
43	Cl. "A"	CONC. in STAIRWAY	C.Y.	30	3	33	125.00	~~4,125~~
44	METAL	REINF. in STAIRWAY	LB	2,160	220	2,380	0.25	~~595~~
45	METAL	PARAPET RAIL	Lin. Ft.	1,680	170	1,850	10.00	~~18,500~~
46	6'	CHAIN LINK FENCE	"	930	90	1,020	2.50	~~2,550~~
					TOTAL - Contract Items			$ ~~956,000~~
								536,805
	Tibbett	St.	17th	to 18th	&	to 20th		18,350
								$ 554,658
								+ 10,000
								~~Rd. 564,658~~

Form E-49

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

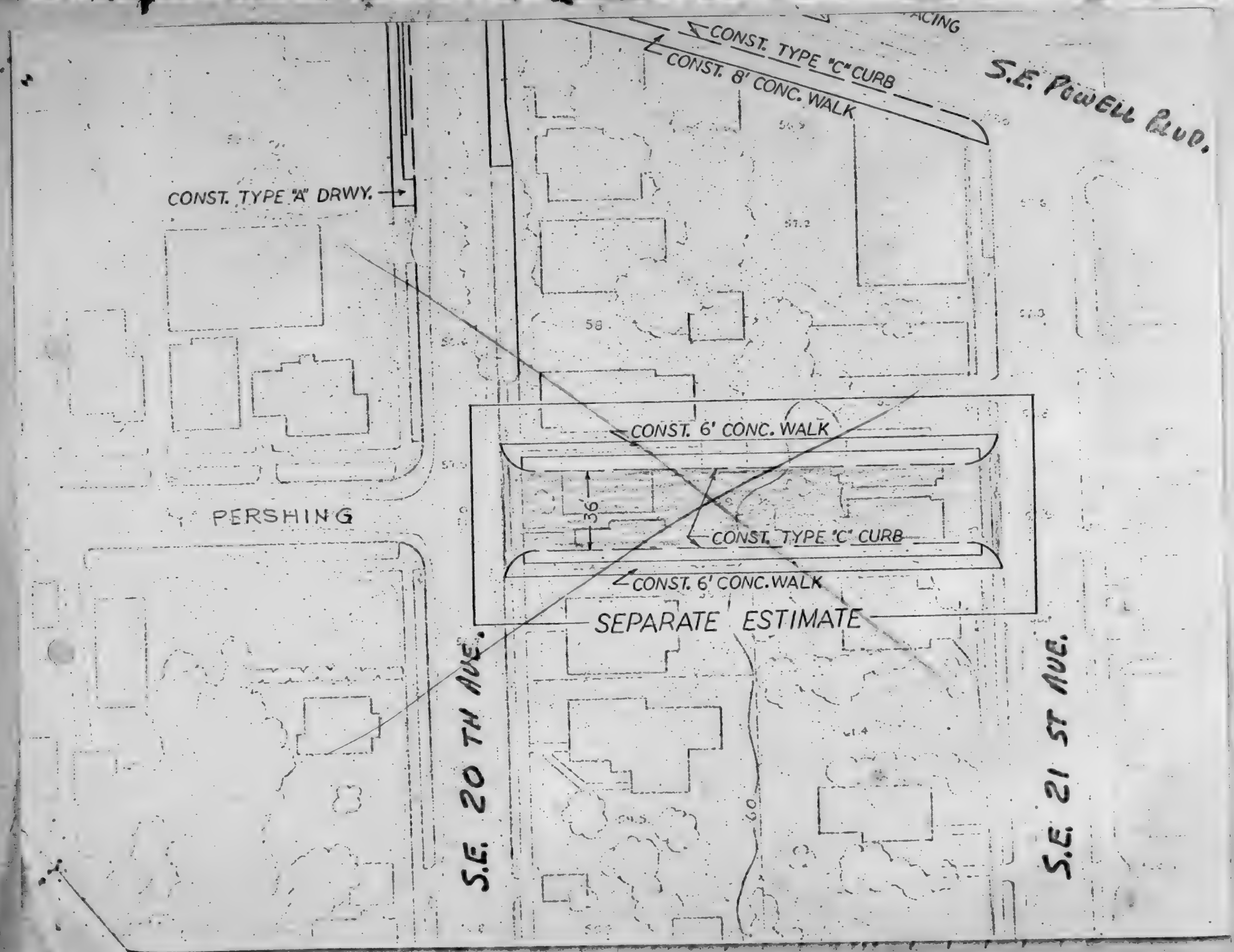
SHEET ..... OF ..... SHEETS

CITY STREET ESTIMATE
S.E. 12th Ave. — S.E. 21st Ave.
MT. HOOD HIGHWAY

PERSHING ST. - 20th to 21st
TIBBETTS ST. — 17th to 18th
TIBBETTS ST. - 19th to 20th

COST SUMMARY

ITEM		UNIT	QUANTITY	ALLOWANCE	TOTAL	PRICE	COST
1	GENERAL EXCAVATION, Uncl.	C.Y.	1,210	120	1,330	2.50	3,325
2	TRENCH EXCAVATION	"	105	10	115	8.00	920
3	CEMENT TREATED BASE	TON	1,595	160	1,755	3.25	5,704
4	PORT. CEMENT in CTB MIX	"	80	8	88	30.00	2,640
5	Cl. "B" ASPH. CONCRETE	"	532	53	585	7.50	4,388
6	8" C.M.P.	LIN. FT.	24	3	27	3.00	81
7	8" SEWER PIPE	"	176	18	194	3.50	679
8	CONC. INLET, Type "P"	Only	7	1	8	125.00	1,000
9	ADJUST INLETS	"	2	—	2	35.00	70
10	REPLACE PAVEMENT	LIN. FT.	186	19	205	6.00	1,230
11	CONC. CURBS, Type "C"	C.Y.	44	5	49	40.00	1,960
12	CONC. DRIVEWAYS (3)	S.Y.	30	3	33	6.00	198
13	CONCRETE WALKS	"	880	88	968	5.50	5,324
					TOTAL CONTRACT ITEMS		$ 27,519
					+20% ENGR. & CONT.		5,481
					TOTAL =		$ 33,000.00
Eliminate Purchase of Right of Way =					RIGHT of WAY =		
Tibbetts St. 17th to 18th & 19th to 20th					→		18,350
						+20%	3,650
					→		$ 22,000


ACING
CONST. TYPE "C" CURB
CONST. 8' CONC. WALK
S.E. POWELL BLVD.
CONST. TYPE "A" DRWY.
58
57.2
CONST. 6' CONC. WALK
36'
CONST. TYPE 'C' CURB
CONST. 6' CONC. WALK
SEPARATE ESTIMATE
PERSHING
S.E. 20 TH AVE.
S.E. 21 ST AVE.
60

CONST. 6' CONC. WALK

CONST. TYPE 'C' CURB

CONST. TYPE 'A' DRWY.

CONST. 6' CONC. WALK

S.E. TIBBETTS ST.

ATE ESTIMATE
S.E. TIBBETTS ST.

118+30
PED WALL
= 930 CU.YD.
= 173,500 LB.
= 1,510 CU.YD.

PE PARAPET
L

S.E. 16TH

S.E. 11TH AVE.

S.E. 17TH AVE.

S.E. 18TH AVE.

CONST. 6' CONC. WALK

CONST. TYPE "C" CURB

CONST. TYPE "A" DRWY.

CONST. 6' CONC. WALK

SEPARATE
FOR S.E. 1

CONST. 8' CONC. WALK

CONST. TYPE "C" CURB

CONST. 4 STAIRWAYS
WITH TWO PIPE RAILS.
TIE RAILS TO 6' FENCE.

WALK

"C" CURB

"SW" STRUCTURE
34' X 135'±

S.P.R.R. STRUCTU
66'-3" X 120

CONST. 8' CONC. WALK

CONST. TYPE "C" CURB

"L" 112+60 — "L" 118+30
CONST. "L"-SHAPED W.
CL. "A" CONC. = 930
METAL REINF. = 173,
TRENCH EXC. = 1,510

CONST. ONE PIPE
RAIL ON RET. W

4" CONC. SURFACING

Oregon State Highway Department
BRIDGE DIVISION SECTION

Sheet 9

Bridge POWELL BLVD U-XING OF SPRR Mult

Calculated by GEO. V. Date 12-23-69 Bridge No. 9917

ESTIMATED COST OF STRUCTURES

		+20%
Railroad U-Xing	= $ 442,100.00	530,500
Highway Structure	= 133,900.00	160,700
Retaining walls including shoring, cribbing & stairs	= 836,200.00	1,003,400
TOTAL COST OF STRUCTURES	= $ 1,412,200.00	1,694,600

Not including Engineering & Contingencies.

Including 20% E & C = $ 1,694,600.00

USE $ 1,700,000

Including 40% E & C = $ 1,977,700.00

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name POWELL BLVD RR U-XING County MULT Bridge No. 9917
Section and Station _____ Highway _____
Estimate Made By GWV Date [illegible] Checked By _____ Date _____
Description RR U-XING INCLUDING ABUTMENTS.

Estimate From (Strike out the ones which do not apply) { No plans ~~Sketch~~ ~~Completed plans; Drawing No.~~

Calculation Book No. _____ Loading COOPER E-72

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	$ 48,000.00
Structural Excavation	Cu.Yd.	4500	-	4,500	$ 10.00	45,000.00
Excavation Below Elevation Shown	Cu.Yd.		-			
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling 10BP42	Lin.Ft.	3,000	-	3000	5.00	15,000.00
Steel Piling 14BP73	Lin.Ft.	1,560	-	1,560	7.50	11,700.00
Drive Steel Piling 10BP42	Each	100	-	100	80.00	8,000.00
Drive Steel Piling 14BP73	Each	26	-	26	150.00	3,900.00
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete	Cu.Yd.	1,064	50	50	85.00	94,800.00
Concrete	Cu.Yd.		-			
Metal Reinforcement	Lbs.	212,800		212,800	15¢	31,900.00
Lumber	F.B.M.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Prestr. Conc. BOX GIRDER (SPRR DESIGN)	Each	-	36	36	3,400.00	122,400.00
~~Prestr. Conc. Slabs 42" x 54" x 50' Long~~	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail # (PEDESTRIAN)	Lin.Ft.	-180	240	420	$ 22.00	$ 9,200.00
Metal Parapet Rail #	Lin.Ft.	-				
RR COSTS						$ 50,000.00
SCREEN AT PEDESTRIAN WALKWAY	Lin.Ft.	180		180	$ 12.00	2,200.00
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	
Subtotal						442,100.00
Plus _____ Per Cent For Engineering & Contingencies						

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name POWELL BLVD U-XING County MULT Bridge No.
Section and Station Highway
Estimate Made By GUY Date 12-22-59 Checked By Date
Description POWELL BLVD U-XING OF 17TH ST
HWY STRUCTURE 70'-65' RCBG
INCLUDING ABUTMENTS & PED. WALKWAY
26' ROWY - 8' SIDEWALK

Estimate From (Strike out the ones which do not apply) { No plans / Sketch / ~~Completed plans; Drawing No.~~

Calculation Book No. Loading HS-20

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc. 120' @ 120.00	All	-	-	-	-	14,400
Structural Excavation	Cu.Yd.		-			
Excavation Below Elevation Shown	Cu.Yd.		-			
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.		-			
Steel Piling 56 @ 30' 10BP42	Lin.Ft.	1680'	-		$5.00	$8,400.00
Prestr. Conc. Piling	Lin.Ft.		-			
Drive Timber Piling	Each		-			
Drive Steel Piling	Each	56	-		$60.00	$3,360
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete	Cu.Yd.					
Concrete	Cu.Yd.		-			
Metal Reinforcement	Lbs.					
Lumber	F.B.M.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail #	Lin.Ft.	-				
Metal Parapet Rail # PEDESTRIAN	Lin.Ft.	-			$22.00	1000.00
PEDESTRIAN WALKWAY SLOPED	LIN FT	45			$12.00	600.00
SUPERSTRUCTURE 135'x31'					$11.00	51,000.00
ABUT COST w/o PILING 115' @ $45						$5200.00
CONC WALKWAY & SUPPORT WALL 45' @ $70/FT						$3,100.00
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal 133,900.00
Plus Per Cent For Engineering & Contingencies
TOTAL COST $

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

ESTIMATE SHEET

Bridge Name POWELL BLVD U-XING County MULT Bridge No.
Section and Station Highway
Estimate Made By G.W.V Date Checked By Date
Description 2115 LINEAL FT OF RETAINING WALLS & 8' WIDE STAIRS AT STRUCTURES

Estimate From (Strike out the ones which do not apply) { No plans / Sketch / ~~Completed plans; Drawing No.~~

Calculation Book No. Loading

ITEMS	UNIT	QUANTITIES			COST	
		Substruct.	Superstruc.	Total	Rate	Amount
Shoring, Cribbing Etc.	All	-	-	-	-	200,00
Structural Excavation	Cu.Yd.		-			
Excavation Below Elevation Shown	Cu.Yd.		-			
Untreated Timber Piling	Lin.Ft.		-			
Treated Timber Piling	Lin.Ft.	30,750	-	30,750	#2.00	61,500.00
Steel Piling	Lin.Ft.		-			
Prestr. Conc. Piling	Lin.Ft.		-			
Drive Timber Piling	Each	980	-	980	50.00	49,000.00
Drive Steel Piling	Each		-			
Splice Steel Piles	Each		-			
Drive Prestressed Concrete Piling	Each		-			
Class "A" Concrete	Cu.Yd.					
Concrete	Cu.Yd.		-			
Metal Reinforcement	Lbs.					
Lumber	F.B.M.					
Structural Steel	Lbs.					
Structural Steel	Lbs.					
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Prestr. Conc. Slabs	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Type Prestr. Conc. Beams	Each	-				
Metal Parapet Rail # 23610 (2 TUBE)	Lin.Ft.	-	1450	1450	14.00	20,300.00
Metal Parapet Rail # 23670 (3 TUBE)	Lin.Ft.	-	700	700	18.00	12,600.00
RETAINING WALLS INCL. EXC, CONC., METAL REINF., (NOT INCL PILING)	LumpSum					79,500.00
8' WIDE CONC. STAIRS LEADING TO JOY & 2R U-XINGS	LumpSum					13,300.00
Removal of old Bridge	All	-	-	-	-	
Maintenance of Traffic	All	-	-	-	-	

Subtotal 236,200.00
Plus ____ Per Cent For Engineering & Contingencies
TOTAL COST $

RECEIVED
JAN 26 1970
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

Mailed
Cond Corp
Spec

January 20, 1970

M. James Gleason, Chairman
County Commissioners
Multnomah County
Courthouse
Portland, Oregon

17th and Powell
S.E. 12th Ave.-S.E. 21st Ave. Sec.
Mt. Hood Highway

Dear Sir:

Delivered herewith is the following data pertinent to the subject project:

One copy of a construction plan
One copy of proposed profiles
One copy of proposed drainage plan
One copy of proposed drainage profiles
One copy of split detour plan
One copy of an alternate detour plan.

At the present time the estimate for this project appears to be approximately as follows:

Grade and pave	$ 730,000
Structures	1,700,000
Right of way	720,000
Total	$3,150,000

No data has been received from the Southern Pacific Transportation Company; however, we have been advised that a shoofly will be needed. The above estimate does not include any cost for the railroad shoofly or related work or for any right of way which may be required for the railroad revision. A structural estimate for the railroad structure was made by our Bridge Division, and as soon as data is received from the Southern Pacific Transportation Company their costs will be utilized and a total estimate prepared.

Yours very truly,

AEJ:lh
Enc
cc: F. B. Klaboe
D. J. Barbee

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

OREGON STATE
HIGHWAY DEPARTMENT

January 20, 1970

Southern Pacific Transportation Company
Union Station
Portland, Oregon

17th and Powell
S.E. 12th Ave.-S.E. 21st Ave. Sec.
Mt. Hood Highway

Gentlemen:

Delivered herewith is the following data pertinent to the subject project:

One copy of a construction plan
One copy of proposed profiles
One copy of proposed drainage plan
One copy of proposed drainage profiles
One copy of split detour plan
One copy of an alternate detour plan.

At the present time the estimate for this project appears to be approximately as follows:

Grade and pave	$ 730,000
Structures	1,700,000
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No data has been received from the Southern Pacific Transportation Company; however, we have been advised that a shoofly will be needed. The above estimate does not include any cost for the railroad shoofly or related work or for any right of way which may be required for the railroad revision. A structural estimate for the railroad structure was made by our Bridge Division, and as soon as data is received from you your costs will be utilized and a total estimate prepared.

Yours very truly,

A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:lh
Enc
cc: F. B. Klaboe
D. J. Barbee

RECEIVED
JAN 21 1970
FOR FILING

OREGON STATE
HIGHWAY DEPARTMENT

7741

January 19, 1970

Commissioner Francis Ivancie
Commissioner Lloyd E. Anderson
City of Portland
City Hall
Portland, Oregon

17th & Powell
S.E. 12th Ave.-S.E. 21st Ave. Sec.
Mt. Hood Highway

Gentlemen:

Delivered herewith to each of you is the following data pertinent to the subject project:

One copy of a construction plan
One copy of proposed profiles
One copy of proposed drainage plan
One copy of proposed drainage profiles
One copy of split detour plan
One copy of an alternate detour plan.

At the present time the estimate for this project appears to be approximately as follows:

Grade and pave	$730,000
Structures	$1,700,000
Right of way	$720,000
Total	$3,150,000

F. B. KLABOE

No data has been received from the Southern Pacific Transportation Company; however, we have been advised that a shoofly will be needed. The above estimate does not include any cost for the railroad shoofly or related work or for any right of way which may be required for the railroad revision. A structural estimate for the railroad structure was made by our Bridge Division, and as soon as data is received from the Southern Pacific Transportation Company their costs will be utilized and a total estimate prepared.

Yours very truly,

RECEIVED
JAN 20 1970
OFFICE OF
STATE HIGHWAY ENGINEER

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:lh
Enc
cc: F. B. Klaboe
D. J. Barbee

Info recd from RR 1-19-70

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JAN 27 1970
FOR FILING

7741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1970

To: MEMO TO THE FILES

SUBJECT: 17th and Powell Boulevard
S.E. 12th Avenue-S.E. 21st Avenue Section
Mt. Hood Highway
Multnomah County

Plans and estimate for subject section have been received from Metro and the design has been reviewed by the Bridge Division. No data has been received from the Southern Pacific Railroad, however, Ted Litchfield has advised that a shoofly will be needed, contrary to his original information of construction under traffic.

At the present time the estimate appears to be approximately as follows:

Grade and Pave	$ 730,000
Structures	1,700,000
Right of Way	720,000
Total	$3,150,000

NOTED
E. B. MARKHAM

This does not include any cost for the railroad shoofly or related work or for any right of way which may be required for the railroad revision. The structural estimate for the railroad structure was made by our Bridge Division since a cost has not been received from the railroad.

As soon as data is received from the Southern Pacific Railroad, their costs will be utilized and a total estimate prepared.

A. D. Olson
Preliminary Design Engineer

RECEIVED
JAN 19 1970
OFFICE OF
STATE HIGHWAY ENGINEER

ADO:jp
cc: F.B. Klaboe
A.E. Johnson
T.W. Litchfield
H.S. Cox
Ivan Merchant

RECEIVED
JAN 13 1970
FOR FILING

OREGON STATE HIGHWAY DIVISION

7741

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

January 12, 1970

Southern Pacific Railroad Company
Union Station
Portland, Oregon 97209

E. B. KLABOE
NO. ...

Attention: Mr. Ernie Kendrew

Gentlemen:

We are attaching our invoices 100915 for $1,764.99 and 100916 for $626.91.

Invoice 100915 represents preliminary engineering and design costs on the proposed grade separations at 17th and Powell. Invoice 100916 is for the cost of the model constructed by the Highway Division.

Because the proposed agreement between ~~Union~~ Southern Pacific Railroad, the City of Portland, and the Highway Division for the grade separation at 17th and Powell did not materialize, we are billing you for 50 percent of the costs incurred by the Highway Division. This is in accordance with your letter of May 8, 1967.

Very truly yours,

ORIGINAL SIGNED BY
V. E. SKOOG

V. E. Skoog
Controller

RECEIVED
JAN 12 1970
OFFICE OF
STATE HIGHWAY ENGINEER

VES:bg
Attachments

cc: R. L. Porter ✓
F. B. Klaboe
T. W. Litchfield
Jess Jones

FORM E-30 50M 10-68

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1970

To: Mr. H. S. Cox
County & City Engineer
B U I L D I N G

Attention: Mr. D. N. Harwell

SUBJECT:

1713 Powell Blvd
S. E. ~~12th~~ Ave. & S.E. ~~22nd Ave.~~ (Portland)
Mt. Hood Highway
Multnomah County
Prefix No. 26-1461

Attached are corridor-design hearing maps on the subject section which have been approved by Mr. Klaboe. The tentative target date for this hearing is March 12, 1970. This project is not programmed at present. However, it is a cooperative construction finance project which will be covered by agreement.

Please take steps to set up a combination hearing.

L. H. Young
Program and Planning Engineer

Attach.

BLG:ia

cc: F. B. Klaboe
V. D. Wolfe
D. H. Moehring
M. R. Mitchell
R. L. Schroeder
D. J. Barbee
W. H. Tebeau
D. E. Keyes
R. N. Chase
J. J. Earley (25 maps)

RECEIVED
JAN 5 1970
ENGINEER
COUNTY & CITY DIVISION

1-26-70
Maps Being Revised

1-28-70 1-6-70
OK See Klaboe prior to any action on this

Sep. 1-26-70 FBK
requests revision of maps to read 1712 /Powell

TED
ARWELL

DEC 29 1969

7741

December 29, 1969

Mr. H. M. Williamson
Chief Engineer-System
Southern Pacific Transportation Company
One Market Street
San Francisco, California 94105

Dear Harry:

Since receiving your December 23 letter concerning information for 17th and Powell in Portland, we contacted Mr. Allen in your office and he stated that you had not received the information we transmitted on December 17. Apparently, this was lost in transit.

Enclosed is a duplicate of the vicinity map and a copy of our December 17 letter. If this does not include all of the data you require, please let us know and we will immediately supply anything that is needed.

Happy New Year.

Kindest regards.

Forrest Cooper
State Highway Engineer

Enc.

cc R. L. Porter
F. B. Klabee
Victor D. Wolfe
D. J. Barbee

RLP:ms FC:fn

Southern Pacific Transportation Company

One Market Street • San Francisco, Calif. 94105
Telephone (415) 362-1212

H. M. Williamson
Chief Engineer-System

December 23, 1969

91700/311
0-0-69-25

PERSONAL

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Forrest:

Ted Kruttschnitt and I attended a meeting in Commissioner Ivancie's office in Portland on October 16 for a discussion of the proposed underpass at 17th and Powell Boulevard. I was sorry that you couldn't be there but your department was capably represented by Rod Porter and Fred Klaboe.

Because of the importance of this project to the City, everyone agreed to attempt to bring it to a final negotiating stage by about January 15 and that date is rapidly approaching.

For our part, I agreed to design the structure from the bridge seats up. With letter of November 12, we sent you sketches of the preliminary deck design and asked for your approval of the dimensions and accurate angle of intersection so that we might proceed with detailed design. We haven't yet received a reply to that letter or a follow-up of December 10.

While I think the tentative date of January 15 is now premature, we should do whatever we can to get this entire package into shape for final discussions between the four participating agencies. As I see it, we need more complete design drawings and a more accurate cost estimate before meaningful discussions can be resumed.

If you will send us the information requested in my letter of November 12, the girder design can be completed and turned over to you for incorporation in your project plans.

Best wishes for a Merry Christmas and a Prosperous New Year.

Yours very truly,

Harry Williamson

RECEIVED
DEC 26 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

December 17, 1969

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Transportation Company
1 Market Street
San Francisco, California 94105

INFO
F. B. KLABOE

Dear Mr. Williamson;

Re: S.E. 17th and Powell Boulevard
S.P.R.R. Intersection, Mt. Hood Highway
Your Reference: 91700/311 0-0-69-25

This is in reply to your December 10 letter concerning the proposed crossing at 17th and Powell Boulevard in the city of Portland. The information which you sent under letter of November 12 is satisfactory. When completed, we will want a copy of your plan and estimate along with the construction sequence, in so far as it affects our facility, so that we may correlate it with our design work.

We are enclosing a vicinity map which will provide you with the intersection angle of the highway and railroad as well as other pertinent data.

If further data is needed, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

ORIGINAL SIGNED BY
By D. J. BARBEE

D. J. Barbee
Design Engineer

Enclosure

DNS:jp
cc: F. B. Klaboe
A. E. Johnson

RECEIVED
DEC 18 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 18 1969
FOR FILING

7741

3123

November 17, 1969

Mr. Irwin B. Holzman, President
Reliable Credit Association, Inc.
Post Office Box 42205
Portland, Oregon 97242

Dear Mr. Holzman:

Re: S. E. 17th and Powell and Southern Pacific Railroad Intersection, Mt. Hood Highway Multnomah County

Reference is made to your letter of November 10 in regard to the proposed construction in the vicinity of 17th and Powell Boulevard.

The plan which is presently being surveyed is in agreement with your suggestions; however, it is still in the preliminary stages. It will be a few months, at least, before details can be worked out. Then a public hearing and agreements between the City of Portland, Southern Pacific Company and the State will be necessary before the final design is determined.

Thank you for your comments.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe - K3123
D. J. Barbee
A. E. Johnson - Enc.

ADO:jp srb

REFERRED TO
Klobes
BY DEPUTY STATE HIGHWAY ENGINEER

3542

Reliable Credit Association, Inc.

P.O. Box 42205
1195 S.E. Powell Boulevard
PORTLAND, OREGON 97242
233-4481

Personal Loans
Sales Financing
Lease Financing

Investments
Real Estate Contracts
Insurance

November 10, 1969

State Highway Engineer
Salem, Oregon

Re: Powell underpass in Portland

Dear Sir:

I am forwarding this letter for your information prior to your formalizing plans for the underpass (or overpass) at SE 17th and Powell in Portland because of my concern regarding it's north-south positioning. Although I approve of the underpass being constructed, I do feel that consideration should be made to limit as much as possible any extensive financial problems on existing business' in the area. This could be done by using less valuable, available, and generally vacant land on the south side of Powell for all approaches on and off of 17th Avenue to Powell.

As you are possibly aware, the North Pacific Lumber Company and Reliable Credit are on the north side of Powell, along with three other much smaller business'. Both the North Pacific Lumber Company and Reliable Credit have considerable real estate in the area, and have recently built new facilities. If the right of way should be extended on the north side of Powell and west of 14th street, there would be considerable added costs for property acquisition as well as an undue financial hardship on both of these firms. In addition, the relocation of these companies would entail considerable costs to the State. On the south side of Powell, there would be one service station and the "Whiz Burger building" that would be disrupted. The balance of the land area on the south side of the street is being used for parking at the present time. The least disruption to business, and the least costly in land, would take the right of way from the south side of the street. This would afford the most economical land use and is by far the most practical.

In addition, it is presumed that SE 13th Place will continue to allow left and right turns on and off Powell. There is a city fire station that is one block north of Powell, and 13th Place affords the only reasonable access east and south for the fire engines. (Milwaukie Avenue, the only alternate route, could easily be blocked at any time by vehicles backed up on SE 12th Avenue and Clinton from the rail road crossing there.)

Thank you for favorably considering the above two items before completing your plans.

RECEIVED
NOV 14 1969
DESIGN DIVISION

A. Olson
R. Olson
Carstensen

IBH/jm

Very truly yours,

Irwin B. Holzman
President

"Fast Friendly Service and Integrity Assured"

RECEIVED
NOV 12 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 10 1969

7741

November 6, 1969

Oregon State Highway Commission

Gentlemen:

On October 16, Mr. Porter and Mr. Klaboe met in Portland with representatives of the City of Portland, Multnomah County and the Southern Pacific Company to discuss the possibility of separating the intersection of Powell Boulevard with the Southern Pacific railroad tracks in the vicinity of 17th Street.

During this meeting, it was agreed that the State would make a detailed survey for placing Powell Boulevard underneath the existing railroad tracks. It was also agreed by the parties present that we would meet again in January 1970 to study the design and estimates (to be prepared by the State) and attempt at that time to come up with a cost distribution formula for the eventual construction.

We have agreed with the City, County and Railroad that each organization will contribute to the preliminary engineering costs on the same basis as the construction costs are allocated.

Following the January meeting, I will advise you further of our recommendations.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klaboe
V. D. Wolfe

FBK:srb sr

RECEIVED
NOV 5 - 1969
FOR FILING

7741

Salem, Oregon 97310
November 4, 1969

Mr. V. E. Skoog
Controller
B U I L D I N G

As you know, we are entering into an agreement with the Southern Pacific Company, City of Portland and Multnomah County to design a grade separation facility for 17th and Powell in Portland.

The enclosed copy of a letter to Mr. Williamson sets forth the basis in which the costs for this work will be shared. As yet, this share has not been determined and will not be until we have completed our work and are able to give the other parties a firm estimate.

I am enclosing a copy of a letter agreement we already have with the Southern Pacific Company to the effect that we will share preliminary engineering costs on work done prior to this new concept on a 50-50 basis. In this regard, please attempt to make a final billing to Southern Pacific for all the costs involved and covered by this letter agreement up to the time that the new work commenced.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
H. S. Cox

RECEIVED
NOV 5 - 1969
FOR FILING

7741

Signed agreement letter attached

November 4, 1969

Mr. H. M. Williamson
Chief Engineer-System
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Dear Mr. Williamson:

Reference is made to your letter of October 22 concerning the cost of engineering services in connection with the 17th and Powell Boulevard grade separation in Portland.

Your amended suggestion that all costs, including preliminary engineering costs, be shared on the same basis as the total project will be shared is acceptable to the State Highway Division. I have discussed this matter with Commissioner Ivancie of the City of Portland and I believe he will furnish you a letter agreeing to this interpretation. I think Mr. Eccles of Multnomah County has already done so.

We are proceeding with our work as fast as we are able and have provided you with certain basic information for the design of the structure. It is our hope that you will request additional information that may be needed as early as possible so that we are able to report back with the full package, including estimates, et cetera, before the January 15 deadline.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: The Honorable Francis J. Ivancie
Mr. David Eccles

Forrest Cooper
G. E. Rohde
D. J. Barbee
A. E. Johnson
R. L. Porter
V. E. Skoog
H. S. Cox
Tom Edwards
Ivan Merchant
T. W. Litchfield

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

BOARD OF COUNTY COMMISSIONERS
(503) 227-8411 ■ ROOM 605, COUNTY COURT HOUSE ■ PORTLAND, OREGON ■ 97204

October 27, 1969

Mr. F.B. Klaboe
Assistant State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

Since receiving your letter of October 17, I have discussed this matter with the other members of the Board and their conclusion is that they are not agreeable to an open end arrangement such as is suggested.

Today I have a letter from Mr. H. M. Williamson, Southern Pacific Company, and in general the Board of County Commissioners takes substantially the same position as expressed by Mr. Williamson. Several years ago when the 17th and Powell question was first under consideration the County agreed to assist the City in the absorbtion of part of its cost. At that time, this consisted of fifty per cent of the City's share. The 17th and Powell crossing is not on the County road system and some stretching of our legal position is needed to justify use of road funds in this particular project.

The Board of County Commissioners position is that it will assist the City in this project in its entirety, but it cannot agree with specific allocations of preliminary or engineering costs prior to an agreement for the total sharing of the cost. The Board of County Commissioners will assist the City in financing this grade separation project, but its position is that this must relate to the entire cost and not to any specific part of it.

Yours truly,

DAVID ECCLES
Commissioner

copy to Porter 10-28-69

cc. H. M. Williamson
Commissioner Aylsworth
Commissioner Ivancie

RECEIVED
OCT 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER
C. E. NEAL
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
J. F. LYNCH
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

October 22, 1969

IN REPLY PLEASE REFER TO
911700/311
0-0-69-25

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe

Dear Sir:

Reference is made to your joint letter of October 17, about sharing the costs of engineering services in connection with the 17th and Powell Boulevard grade separation in Portland.

The proposal suggested in your letter is not exactly in accordance with the understanding we gained at the October 16 meeting. It is our impression that the intent was to indicate that such costs are as much a part of the total project as any other element of cost, and should be shared by the parties on the same basis as the total project is shared--whatever those shares may be.

We therefore request that your suggestion be amended so that the cost of such work incurred by any of the parties will be included in the project cost and shared by them in whatever proportions are agreed upon. Then, the cost incurred by each of the parties would become a credit against its contribution.

If this amended suggestion is acceptable to the others, this letter will constitute Southern Pacific's committment and we solicit similar responses from you and Messrs. Ivancie and Eccles.

Yours truly,

H. M. Williamson
JJH

cc: The Honorable Francis J. Evancie
Commissioner of Public Affairs
City of Portland, City Hall,
Portland, Oregon 97204

Mr. David Eccles, Vice Chairman
Board of Commissioners
Multnomah County
County Courthouse
Portland, Oregon 97204

copy to Portland 10-24-69

RECEIVED
OCT 24 1969
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE
HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 17, 1969

The Honorable Francis J. Ivancie
Commissioner of Public Affairs
City of Portland
City Hall
Portland, Oregon 97204

Mr. David Eccles, Vice Chairman
Board of Commissioners
Multnomah County
County Courthouse
Portland, Oregon 97204

Mr. H. M. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

RECEIVED
OCT 20 1969
OFFICE OF COMMISSIONER
OF PUBLIC AFFAIRS

COM.	
EARL	
ED	
SEC.	
STENO.	

Gentlemen:

During the discussion on the 17th and Powell grade separation plan on October 16, I posed the question of sharing the cost of the survey, foundation investigation, design and other work prior to contracting. It was my understanding that we agreed that the cost of all such work, regardless of by whom performed, will be shared one-third by the Railroad, one-third by the City-County and one-third by the State.

This formula does not, of course, have any bearing on the apportionment of the share each entity will assume for construction.

copy to Porter
10-24-69

If this formula is agreeable, please sign one copy of this letter and return to me.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

I agree to the terms outlined above.

Name Francis J. Ivancie

Organization City of Portland

Date Oct 21 1969

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OCT 23 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 1 - 1969

FOR FILING
OREGON STATE HIGHWAY DEPARTMENT

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

October 27, 1969

7741

Southern Pacific Company
65 Market Street
San Francisco, California 94105

Attention: Mr. H. M. Williamson
Chief Engineer

Re: S.E. 17th and Powell and
SPRR Intersection
Mt. Hood Highway
City of Portland
Multnomah County

Gentlemen:

Reference is made to the October 16th meeting in Commissioner Ivancie's office which you attended with representatives of the City of Portland, Multnomah County and the Oregon State Highway Division.

It is our understanding that your people are to design the structure from the top of the abutments up and in order to make our preliminary design we will need your approximate depth of beam from top of rail to bottom of beam and also your proposed span lengths. Enclosed are copies of a 1"-50' aerial topogmap, an approximate 1"-50' uncontrolled aerial mosaic and a 1"-50' plan prepared by the City of Portland.

We anticipate that our plan will be quite similar to the city plan, however, our typical cross section at right angles to our highway will be approximately as attached. We have indicated a 4 foot column, as used by the city consultant, however, your recommendation on this would be appreciated. The other dimensions indicated are minimums except for the 8 foot sidewalk which might be varied a little if necessary in order to fit a standard span length. If excess length should exist due to use of a standard span length, we would appreciate this information so that our section could be varied to fit. The depth of beam indicated by the city consultant was approximately 6 feet. Since there is a drainage problem in this area, we would hope that no more than this is required and, hopefully, that some reduction might be made. We will also need the approximate final location of your tracks in the area of the structure.

Please forward this information as soon as possible so that our preliminary design can be worked up. More detailed data will be submitted to you as soon as it is available so that you may make up your detailed design.

Very truly yours,

Forrest Cooper
State Highway Engineer

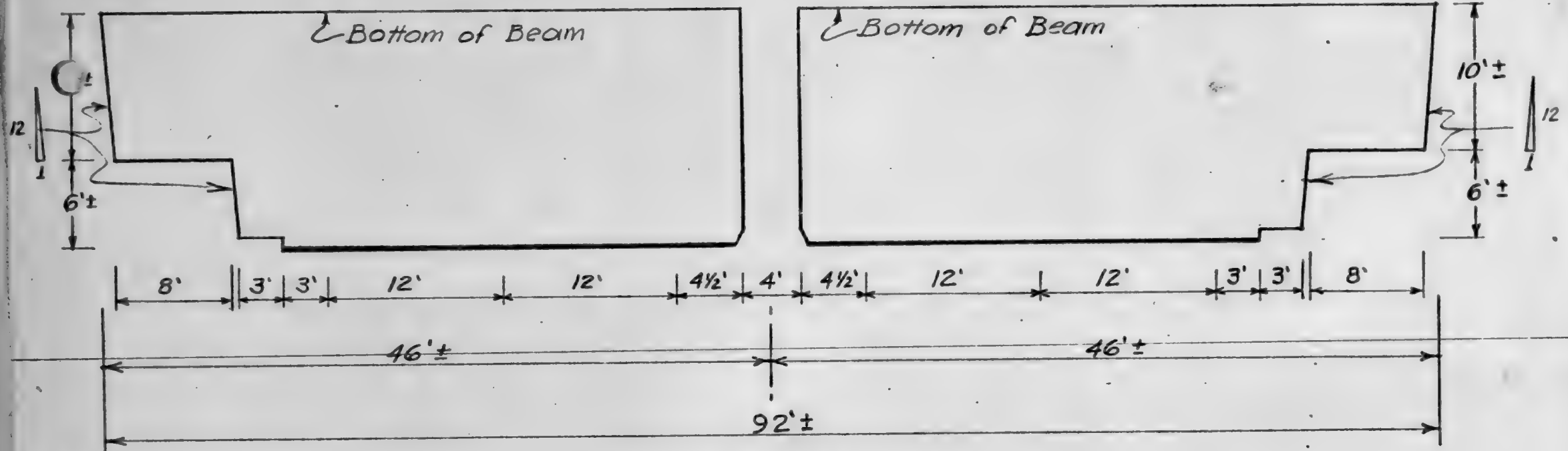
By: D. J. Barbee

D. J. Barbee
Design Engineer

DJB:ak
Enclosures

cc: Mr. I. D. Merchant
Mr. A. E. Johnson
Mr. F. B. Klaboe

RECEIVED
OCT 28 1969
OFFICE OF
STATE HIGHWAY ENGINEER



TYPICAL SECTION

INFORMATION FROM SOUTHERN PACIFIC
Public Relations
731 Pacific Bldg., Portland, Ore.
228-8181, Ext. 479

October 16, 1969

7741

New efforts to move ahead on a grade separation at 17th and Powell railroad intersection got underway at City Hall, Thursday, with a meeting of Southern Pacific engineers and representatives of the city of Portland, Multnomah County and the State Highway Department.

They reviewed preliminary plans for a Powell Boulevard underpass prepared over recent months by city engineers. The plans and renewed discussions follow the end of efforts last spring between the railroad and the city to agree on a previous plan that involved a multi-overpass, one-way couplet complex at 17th and Powell, a new Bybee Boulevard overpass and requested rezoning of railroad property along McLoughlin Boulevard.

Harry Williamson, SP's chief construction and maintenance engineer, said: "Southern Pacific has never objected to considering the 17th-Powell project on its own merit."

"While past history," he said, "the earlier proposal emerged from joint discussions on the basis of a desire to improve rail service and move ahead on the 17th-Powell and other separation projects that had failed at the polls.

"However, we have been willing to pay a fair share of the cost of any separation and will consider the city's new 17th-Powell plan on its own merit, without consideration of other city highway improvements or zone changes."

-more-

Williamson said that Thursday's meeting gave parties an opportunity to review the plans and estimated costs.

"The city plans encompass a simple underpass for Powell Boulevard, which would be less complex and costly than the previously proposed separation project, which included a new overpass for one-way couplets connecting 17th-18th and 20th-21st. The city's design shows the railroad overpass wide enough for four tracks instead of the present two. The city plans advocate closure of some unnecessary crossings in the 17th-Powell area, which would be a factor in making the separation a more valuable instrument from a safety standpoint and channeling highway traffic across a busy rail line."

Such steps, he said, would be relevant factors in determining allocation of costs.

He said Southern Pacific would like to have a few weeks to review the city's plans and estimated costs before meeting again to discuss apportionment of costs.

"We share the common view here in Portland that the problem at 17th and Powell must be resolved," he said. "A separation is the only permanent solution."

Here in Oregon, Williamson said, cities are handicapped because of lack of funds to meet their share of costs for grade separations. In a number of states, he added, such projects are carried out on a statewide priority basis with special assistance funds allocated by the state to help cities or counties meet their allocations with the railroads on grade separations.

-more-

"This permits an uncomplicated approach to resolving such issues. It is regrettable that past efforts to obtain the city's share of funds for the 17th-Powell project failed at the polls. Otherwise, the separation would have been in a long time ago."

OCT 17 1969

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
October 16, 1969

77611

To: MEMO TO THE FILE

SUBJECT: S. E. 17th and Powell

A meeting was held this date in Portland City Commissioner Francis Ivancie's office to discuss the proposed plans for the separation of Powell Boulevard and the Southern Pacific railroad at S. E. 17th Street. Representatives of the City, Multnomah County, Southern Pacific Company and the State Highway Division were in attendance. A list of the participants is attached.

Commissioner Ivancie opened the meeting by requesting Mr. Fowler to present his estimates for the alternate plans. Basically, there are two alternates--one with Powell Boulevard located beneath the railroad and one with Powell Boulevard located above the railroad. Mr. Fowler stated that his estimate for the underpass was approximately $2.2 million and for the overpass $3.4 million. He went into a little detail about the estimates and Commissioner Ivancie then asked me for my opinion. I advised them that we agreed substantially with Mr. Fowler's estimate for the grading work but that our estimate for the underpass was approximately $1 million more than Mr. Fowler's due almost entirely to a difference in the evaluation of the right-of-way needed for the project. I also advised them that our estimate for the overpass was approximately equal to our estimate for the underpass. In conclusion, I advised those present that it was our estimate that the construction, plus right-of-way, would cost from $3½ million to $4 million and that we should not be thinking of anything less. This was agreed upon as a preliminary figure by those present.

The State Highway Division expressed a desire for the overpass. However, we acceded to the County, City and Railroad's wishes and tentatively agreed to the underpass configuration pending further studies of the ground water table.

Copy Bud George
10-20-69

It was finally determined that the State Highway Division would immediately begin surveys and foundation investigations and hopefully would complete them by the middle of January. These studies would lead to a firm estimate of cost and thence a resolution of the share each of the participants would contribute to the project. The Southern Pacific Company expressed a desire to design the structure from the top of the abutments up and to have us include into our future contract the construction of said structure. This was agreed to by the State.

Following the surveys and the determination of the share of the cost each of the parties will bear, the State will immediately begin acquiring right-of-way and preparing construction plans. A hearing will be required.

It is the desire of all those present that if things run fairly smoothly, we can go to contract about a year from now and complete the work two and a half to three years from now.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter
Tom Edwards
D. J. Barbee
Ivan Merchant
H. S. Cox
T. W. Litchfield
A. E. Johnson

Att.

CITY OF PORTLAND

Francis Ivancie, Commissioner of Public Affairs

William A. Bowes, Commissioner of Public Works

Fred Fowler, Highway Coordinator

Don Bergstrom, Traffic Engineer

Earl Bradfish, Public Affairs Coordinator

Edwin Ferguson, Assistant to Ivancie

MULTNOMAH COUNTY

David Eccles, Vice Chairman, Board of Commissioners

Robert Nordlander, Director of Public Works

SOUTHERN PACIFIC COMPANY

H. M. Williamson

T. H. Kruttschnitt, Jr.

Henry Ortiz

Oglesby Young

STATE HIGHWAY DIVISION

R. L. Porter, Deputy State Highway Engineer

F. B. Klaboe, Assistant State Highway Engineer

RECEIVED
OCT 8 - 1969
FOR FILING
7741

October 8, 1969

Mr. Leland P. Nelson, President
Commercial Club of Portland
510 S. W. Morrison Street
Portland, Oregon 97214

Dear Mr. Nelson:

Thank you for the comments in your October 1 letter re the 17th and Powell grade separation matter. This has been the subject of prolonged discussion between the interested parties; namely, the Oregon State Highway Commission, the City of Portland, Multnomah County, and the Southern Pacific Company. Everyone is aware of the difficult problem and all of the parties are working toward a possible solution.

I feel that the Southern Pacific Company is not attempting to avoid the issue but is acting in good faith in trying to solve a complex matter.

As all parties are aware of the problem, I doubt that anything additional is needed at this time.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fs

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. W. Rulien
A. E. Johnson

– OUR NEW NAME –
COMMERCIAL CLUB OF PORTLAND
EAST SIDE *Commercial Club*
232-7155 PORTLAND, OREGON 97214 WEATHERLY BUILDING
510 S. E. MORRISON STREET

October 1, 1969

Mr. Floyd Query
Secretary of State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Commissioner:

The Commercial Club of Portland urges the City Commissioners, the County Commissioners, the State Highway Commission and the Southern Pacific Railroad to come to some conclusions regarding the dilemma at S. E. 17th and Powell without further delay.

This absurd situation of too long a duration has existed to the point of the ridiculous. The Commercial Club of Portland has made an extensive, impartial study of this problem, and has endorsed 100 % the 17th and Powell overpass or underpass, whichever is the better. Our club does not go along with the Southern Pacific Railroad offer, "they will contribute so much providing they have trackage along the Moreland Parkway." These two situations, in our opinion, have nothing to do with each other.

We would be happy to discuss with you the complete results of our study, if you so desire.

Sincerely,

L. P. Nelson

Leland P. Nelson
President

Howard Holman

Howard Holman
Chairman, Highways Committee

RECEIVED
OCT 2 - 1969
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 7 - 1969
FOR FILING
7241

October 7, 1969

Mr. Leland P. Nelson, President
Commercial Club of Portland
Weatherly Building
Portland, Oregon 97214

Dear Mr. Nelson:

This will acknowledge receipt of your letter of October 1 advising that the Commercial Club of Portland has made an extensive study of the traffic problem involving the Southern Pacific Railroad at S. E. 17th and Powell. Your letter also states that the Club would be happy to discuss the results of this study.

So that your letter may have proper attention, I am forwarding it to Mr. Forrest Cooper, State Highway Engineer.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkm

cc Mr. Forrest Cooper

EAST SIDE Commercial Club

332-7165 PORTLAND, OREGON 97214 WEATHERLY BUILDING 510 S. E. MORRISON STREET

October 1, 1969

Mr. Floyd Query
Secretary of State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Commissioner:

The Commercial Club of Portland urges the City Commissioners, the County Commissioners, the State Highway Commission and the Southern Pacific Railroad to come to some conclusions regarding the dilemma at S. E. 17th and Powell without further delay.

This absurd situation of too long a duration has existed to the point of the ridiculous. The Commercial Club of Portland has made an extensive, impartial study of this problem, and has endorsed 100 % the 17th and Powell overpass or underpass, whichever is the better. Our club does not go along with the Southern Pacific Railroad offer, "they will contribute so much providing they have trackage along the Moreland Parkway." These two situations, in our opinion, have nothing to do with each other.

We would be happy to discuss with you the complete results of our study, if you so desire.

Sincerely,

L. Nelson

Leland P. Nelson
President

Howard Holman

Howard Holman
Chairman, Highways Committee

RECEIVED
OCT 7 - 1969
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
OCT 16 1969
FOR FILING DEPARTMENT OF PUBLIC AFFAIRS

7741

FRANCIS J. IVANCIE
COMMISSIONER

CITY OF PORTLAND
OREGON

September 26, 1969

Mr. Forrest Cooper
State Highway Engineer
State Highway Commission
Salem, Oregon

Dear Mr. Cooper:

This letter will confirm the date of October 16 and the time of 11:00 a.m. for the meeting which you have been asked to attend regarding the proposed grade crossing at SE 17 and Powell in Portland.

The meeting will take place in Commissioner Ivancie's office, 211 City Hall. Thank you for accepting our invitation. We look forward to seeing you at the appointed time.

Sincerely yours,

Ed Ferguson

ED FERGUSON
COMMISSIONER'S ASSISTANT

EF:1
cc: Commissioner Bowes
Fred Fowler
Don Bergstrom
Oglesby Young

Porter
Coby Klabee

NOTED
FORREST COOPER

RECEIVED
SEP 30 1969
OFFICE OF
STATE HIGHWAY ENGINEER

pll

RECEIVED
SEP 24 1969

7741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 19, 1969

SUBJECT:

To: MEMO TO FILE

On this date, Commissioners Ivancie and Bowes of the City of Portland, were in my office discussing the possibility of putting together financing for a railroad grade separation project on 17th and Powell.

Discussion brought out the fact that the original package, which involved some rearrangement of the Brooklyn Yards, had fallen through; therefore, it was necessary to start over with a new approach.

Commissioner Ivancie stated they had been having some discussions with Ogelsby Young of the Southern Pacific and Mr. Young had indicated that the Southern Pacific was in the mood to participate in a railroad grade separation project. They also stated that Fred Fowler had been in the act and had put together an underpass rather than an overpass. They left me a copy of the layout which Mr. Klaboe is analyzing.

It was suggested that it might be possible to finance the project by the Southern Pacific paying one-third of the cost, the State one-third of the cost, and the City and County sharing the remaining one-third.

Commissioner Ivancie stated they had a hearing scheduled on the matter and they would keep in touch with us.

As soon as we have analyzed the Fowler project and estimated the cost, we should communicate with the City.

Forrest Cooper
State Highway Engineer

FC:fn
cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
F. D. Morgan
H. S. Cox
L. W. Rulien
A. E. Johnson

RECEIVED
OCT 17 1968

7741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
R. L. PORTER

Salem, Oregon
October 16, 1968

SUBJECT: Portland City Council
Re: S.P.R.R. Agreement
17th and Powell

To:
Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

7534

As directed, I did attend subject meeting on Tuesday, October 15, 1968. The following is a record of my statement made at this meeting as a representative of the State Highway Department:

1. The State will participate in this agreement on the basis of the percentages as set forth in the agreement.

2. The State will do the actual purchasing of the right of way, cost to be part of the project.

3. The State has conducted only preliminary studies of this work and has a preliminary estimate of $5,731,000 including cost of right of way.

4. Regarding 17th and Powell, it will take about 12 months to prepare plans and specifications after completion of this agreement. It should take approximately two years additional time to construct.

5. Regarding Bybee Overcrossing, it will take about seven months to prepare plans and specifications after completion of this agreement. It should take approximately 12 months additional time to construct.

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

FDM:fw

RECEIVED
OCT 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Porter
BY ASST. STATE HWY. ENGR
3:30

Southern Pacific Company

.7859

800 PACIFIC BUILDING, PORTLAND, OREGON 97204

OGLESBY H. YOUNG
GENERAL ATTORNEY-OREGON LINES

September 30, 1968

REFERRED TO
Klabon
BY DEPUTY STATE HIGHWAY ENGINEER
See me please

Forrest Cooper, State Highway Engineer
State of Oregon
State Highway Building
Salem, Oregon

Re: Eastmoreland Project

Dear Mr. Cooper:

To keep you advised of developments in this matter, I enclose herewith a copy of a letter dated September 23, 1968 from the Portland City Planning Commission to the City Council. As you probably know, Commissioner Bowes has set this matter for hearing before the City Council in the Council Chambers on October 15, 1968.

Very truly yours,

Oglesby H. Young

10 A.M. Oct. 15
City Council
Morgan

Routing
Bond
Barbee
Walker
Glenn
Swan
RECEIVED
CONSTRUCTION
DIVISION

RECEIVED
OCT 16 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 1 1968
OFFICE OF
STATE HIGHWAY ENGINEER

PORTLAND CITY PLANNING COMMISSION

MAIL - 414 CITY HALL PORTLAND, OREGON 97204 OFFICE - 424 S.W. MAIN STREET PHONE - 228-6141 EXT. 296

HERBERT M. CLARK, JR., Chairman
L. V. WINDNAGLE, Vice Chairman
HAROLD M. GOWING
HERBERT C. HARDY
S. I. JAGGAR, JR.
NEIL R. KOCHENDOERFER

JAMES K. NEILL
LEWIS G. PRICHARD
H. LOREN THOMPSON

WILLIAM A. BOWES, Commissioner, Department of Public Works

LLOYD T. KEEFE, Planning Director
DALE D. CANNADY, Assistant Director

September 23, 1968

City Council
Portland, Oregon

Gentlemen:

Submitted herewith is the report and recommendation of the City Planning Commission regarding the zone change request described as follows:

Petition: 5235

Commission Meetings:
January 16, 1968
January 18, 1968
January 19, 1968
January 30, 1968
September 17, 1968

Applicant: Southern Pacific Company

Zone Change Request: R5 to M2 for most of the zone change area; C2 to M2 for a small area near SE Tacoma Street

Location: East of SE McLoughlin Boulevard between SE Reedway on the north and SE Tacoma Street on the south.

Legal Description: Tax Lots 58 and 64, Section 24, T1S, R1E, W. M. and the existing railway right-of-way between SE Reedway and SE Tacoma

Petition Percentage: City Council Initiation

Quarter Sections: 3633, 3733, 3833

Applicant's Proposal: Southern Pacific asked change from R5 to M2 for the strip (maximum width 131.5 and 136.5 ft.) between its existing railway right-of-way and McLoughlin Boulevard to permit construction of 4 tracks for holding and passing. The existing right-of-way is included in the zone change area. The strip is 6000 feet long and contains about 15.6 acres.

In a proposal filed with City Council on November 16, 1967 (Council Calendar 4815-1967 which is returned herewith) Southern Pacific offered to do the following if the zone change were to be approved and if a portion of SE Reedway at the north end of the zone change area were to be vacated:

1. Plant a row of evergreens on both sides of the holding yard to screen it from public view and to help reduce noise from the yard. There is no indication of height of the trees to be planted and the agreement document filed by Southern Pacific states that the Company would maintain these trees for two years only.

2. Pay 37½% of the cost of constructing a grade separation structure at 17th and Powell; also pay 37½% of the cost of constructing a structure which would overpass the railroad and connect SE 20th to SE 17th.

3. Pay 33 1/3% of the cost of a new Bybee Boulevard overpass where such overpass would be constructed over the holding yard and the Southern Pacific main line tracks.

4. Pay 100% of the cost of the two ramps to be constructed on the east side of McLoughlin Boulevard to connect to Bybee Boulevard.

Background

On January 30, 1968, the City Planning Commission took action on the request of Southern Pacific Company for zone change. (Commission action is recorded on page 28 on the motion recorded on pages 4 and 5 and amended on pages 21 and 22 of the Minutes of the Commission's meeting of January 30, 1968 contained in Exhibit 3 transmitted herewith.)

By letter of February 2, 1968 the Planning Commission advised Mr. Ogelsby H. Young, the general counsel for the Oregon lines of the Southern Pacific Company, of its action on January 30, 1968 (See copy of that letter labeled Exhibit 1 and transmitted herewith).

For a complete review of the Planning Commission's consideration of this zone change request, see copy of the Minutes of the Planning Commission's Meetings of January 16, January 18, January 19, and January 30, 1968 labeled Exhibit 3 and transmitted herewith. In essence the action of the City Planning Commission was a decision to recommend to City Council denial of the zone change request but approval of a revocable permit for a period of five years only, subject to the conditions set forth in the Commission's letter of February 2, 1968 to Southern Pacific (See Exhibit 1).

On September 9, 1968, the City Planning Commission received the reply of Southern Pacific Company from Mr. Oglesby H. Young, the counsel for the Oregon lines of the Southern Pacific Company (See copy of that letter labeled Exhibit 2 and transmitted herewith).

At its September 17, 1968 meeting the Planning Commission reviewed the background of this case, the Commission's decision as transmitted in its letter of February 2, 1968 to Southern Pacific, and the September 9, 1968 reply of Southern Pacific Company, and formulated its final recommendation to Council.

Recommendation

The essence of the Planning Commission's final recommendation at its September 17, 1968 meeting is that it believes, if Southern Pacific desires and will do so, that Brooklyn Yard can be made adequate to handle Southern Pacific's requirements if Southern Pacific will transfer its "piggyback" operations elsewhere and rearrange and modernize the yard including the extension or relocation of the Holgate overpass. To enable Southern Pacific to do so, if it so desires, the Planning Commission recommends that the City Council grant Southern Pacific a five year revocable permit to use the 136 foot wide strip of land between Eastmoreland and Westmoreland during which time Southern Pacific would transfer its "piggyback" operations elsewhere and, also, rearrange and modernize the existing Brooklyn Yard including the extension or relocation of the Holgate overpass. The revocable permit is to be revocable during the five years for violation of the terms of the permit and is to expire automatically at the end of five years. The purpose of the revocable permit is to allow the use of this strip of land for an interim period only.

The Planning Commission further includes the six terms and conditions it felt were a necessary part of the granting of a revocable permit and which were listed in its letter of February 2, 1968 to Southern Pacific (See Exhibit 1). The Planning Commission has studied Southern Pacific's letter of reply of September 9, 1968 and offers the following comments and recommendations in light of Southern Pacific's reply to the six points:

1. Southern Pacific has apparently agreed to Point 1 of the Planning Commission's recommendation. The Planning Commission further recommends, however, that any contract entered into by the City of Portland with Southern Pacific include not only the terms relating to the Powell and Bybee overpasses (per the proposed Memorandum of Agreement between the parties which was submitted to the City Council by the Southern Pacific in connection with the request for zone change) but, also, should include what Southern Pacific agrees to do in relation to the six terms and conditions specified by the Planning Commission in its letter in return for a revocable permit which would expire

automatically at the end of five years. The point is that the revocable permit shall become effective thirty days after not only commencement of proposed construction of the overpass at Seventeenth and Powell but, also, only after Southern Pacific has entered into a binding contract with the City covering the terms relating to the Bybee overpass and, also, the terms included in the Planning Commission's recommendation to City Council.

2. Point 2 of the Planning Commission's recommendation is that Southern Pacific rearrange and modernize Brooklyn Yard including the extension or relocation of the Holgate overpass. The Planning Commission feels strongly that Point 2 is the most important part of the Planning Commission's entire recommendation and it, together with the transfer of the "piggyback" operations elsewhere, should be included in any agreement entered into between the City and Southern Pacific. At its meeting of September 17, 1968, the Planning Commission voted unanimously to change the wording in Point 2 by eliminating the first and last two lines of this paragraph to eliminate the necessity for Southern Pacific to submit its plans for rearrangement and modernization of Brooklyn Yard to the City of Portland for its approval. The Planning Commission recommends, therefore, that the wording read as follows:

> "Southern Pacific agrees within five years to rearrange and modernize Brooklyn Yard, including the extension or relocation of the Holgate overpass which the Planning Commission feels will be a necessary part of the plan. The purpose of this rearrangement, modernization, and revision plan for existing Brooklyn Yard shall be to provide additional switching facilities as well as adequate holding tracks sufficient to take care of the anticipated future needs of Southern Pacific without the need for the use of any holding tracks south of Reedway as provided under this temporary permit."

It is recognized, of course, that in any extension or relocation of the Holgate overpass the City, and possibly other governmental units (County and State), will be concerned with the plans thereof. In addition it will be necessary for Southern Pacific and the City to get together on the financing of any such extension or relocation of such overpass.

3. Point 3 of the Planning Commission's recommendation is the transfer of the "piggyback" operation elsewhere. In

its letter of reply, Southern Pacific states: "When such a move becomes economically feasible, Southern Pacific Company will consider moving its highway van-on-railroad-flatcar facilities (commonly called its "piggyback operation") from Brooklyn Yard."

This is not construed by the Planning Commission as a commitment on Southern Pacific's part and a definite commitment to transfer "piggyback" operations elsewhere within five years should be included in any agreement arrived at between the City and Southern Pacific.

4. Point 4 of the Planning Commission's recommendation defined a holding track. Southern Pacific's reply apparently agrees with this condition except that it requests one additional coupling or uncoupling for each train. The Planning Commission at its meeting of September 17, 1968, agreed to recommend that the wording and intent of Point 4 in its letter of February 2, 1968 to Southern Pacific be observed, including the definition of train and entire trains, and that the north end of any such trains shall not be more than 300 feet from the south property line of Reedway extended, but the Planning Commission recommends the acceptance of Southern Pacific's request for one additional breaking per train and further recommends that for clarification purposes it be understood that only one coupling or uncoupling be allowed for each train in addition to the coupling or uncoupling of the engine or caboose.

5. Point 5 of the Planning Commission's recommendation is that Southern Pacific enter into negotiations with the City for the sale or exchange of the 136 foot strip of land to the City of Portland. After further consideration at its meeting of September 17, 1968, the Planning Commission believes that this condition can be eliminated if the City Council so desires.

6. Point 6 of the Planning Commission's recommendation is that the revocable permit shall automatically expire in five years and shall further be subject to earlier revocation by the City for any violation or violations of the terms of this revocable permit. At its meeting of September 17, 1968, the Planning Commission gave further consideration to this Point 6 and concluded that this condition should definitely be a part of any agreement arrived at with Southern Pacific.

The intent of the Planning Commission recommendation is that a revocable permit be allowed for five years only. It is not the intent to allow a revocable permit to extend beyond five years. The only purpose of the revocable permit is to

allow Southern Pacific the use of the land in this 136 foot wide strip during the time required for the rearrangement and modernization of the existing Brooklyn Yard and the transfer of its "piggyback" operations.

The most important, basic and major items of the Planning Commission report and recommendation are contained in Points 1, 2, 3, 4 and 6. The Planning Commission strongly feels that these terms and conditions, with the suggested changes made by the Commission on September 17, 1968 and set forth above, should be met and included in any agreement entered into between the City and Southern Pacific and that the revocable permit should not be granted until all points agreed upon are in written form.

Respectfully submitted,

H. M. Clark, ~~Jr.~~
President

cs

Transmitted herewith:

Council Calendar 4815-1967

Exhibit 1 Planning Commission letter of February 2, 1968 to Southern Pacific listing recommendations and conditions

Exhibit 2 Southern Pacific September 9, 1968 letter of reply

Exhibit 3 Minutes of the Planning Commission's Meetings of January 16, 18, 19 and 30, 1968

Exhibit 4 Past History, Southern Pacific Zoning Case

RECEIVED
SEP 27 1968
FOR FILING

MEMO TO FILES:
September 19, 1968

7741

NOTED
R. L. PORTER

Proposed Project
17th Avenue & Powell Blvd. Overcrossing
Mt. Hood Highway 26 (US 26)
City of Portland

This date, Representative Grace Peck called this office regarding cost breakdown on subject matter.

Based on Mr. Cooper's letter of August 30 to Hon. W. A. Bowes, Portland, I informed her of the following:

State	$1,650,000	(37.5%)
Railroad	1,650,000	(37.5%)
City	1,100,000	(25 %)
Total	$4,400,000	(100 %)

This cost is for the 17th and Powell construction, and excludes that work on Bybee Boulevard (I didn't relate this cost).

Rep. Peck asked what role Multnomah County had in this proposal and I told her that to my knowledge this was between the City and County; however, the County was most likely, so to speak, a silent partner.

Rep. Peck asked if we proposed to include any work on the 11th and 12th Avenue intersections and again I told her, based on my knowledge, the proposal extended only between S.E. Woodward and S.E. Haig Streets on S.E. 17th Avenue, and between S.E. 13th Avenue and S.E. 20th Avenue on S.E. Powell Boulevard (US 26).

She will stop in occasionally on her visits to Salem to keep informed of progress on this matter.

D. N. Harwell

D. N. Harwell, Assistant Engineer
County and City Division

DNH:eb

cc Forrest Cooper
R. L. Porter
Tom Edwards
F. B. Klabee
Victor Wolfe
A. E. Johnson

RECEIVED
SEP 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 19 1968
FORM E-30 SOM 12-65 84676

7741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 18, 1968

SUBJECT: 17th and Powell

To: MEMO TO THE FILE

Mr. Douglas David, Mr. Ken Fleischman and another gentleman, all from the North Pacific Lumber Company of Portland, met with Jay Barbee and the undersigned this date to explore some of the problems that have arisen in connection with preliminary planning for this project.

The North Pacific Lumber Company occupies a rather large tract of land adjacent to the project. They claim that they are one of the biggest lumber brokerages and distributors in the country. The telephone system serving their organization is the largest telephone installation of any business west of Chicago. For instance, the telephone bill runs to about $70,000 a month and the installation is adequate to serve a city with a population of 35,000. It is their estimate that the telephone installation would cost several million dollars to duplicate and that it would take well over a year. Besides that, they have a coordinated operation which must all be located in one place and they are already squeezed in as much as possible.

They request that we give consideration to shifting the line in such a manner so that it will not take any of their property. (It would take more of Safeway's, though.) I advised them that we had done no firm planning on this project yet and that we would be doing no work until we determine whether or not the City will enter into an agreement with the Southern Pacific Company and the State for the project.

Mr. Barbee has been instructed to review our plans in order to see what a shift in alignment would encompass. He will

also initiate meetings with representatives of the North Pacific Lumber Company as soon as our surveys are started for the project.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Glenn L. Jackson
Forrest Cooper
R. L. Porter
F. D. Morgan (Att: D. J. Barbee)
A. E. Johnson

RECEIVED
SEP 4 - 1968
FORM B-20 BOM 12-68 84076
FOR FILING

7741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 6, 1968

SUBJECT: 17th and Powell and Bybee Boulevard Overcrossing

To: MEMO TO THE FILES

L

The following data was 'phoned to Carl Wendt on September 5, 1968:

17th and Powell

If an agreement is consummated between the various parties during the month of September, 1968, we could have: (1) Plans and specifications ready in August 1969; (2) Let the contract in September 1969; and (3) Complete the contract in July 1971.

The current proposal is that the main structure on Powell Boulevard would be 58 feet wide between curbs with one sidewalk, probably on the south side. The structure itself would be approximately 710 feet long with walls and/or fills on either side. It would have a 6.4 percent grade on the west side and a 6 percent grade on the east side joined by a summit vertical curve of 900 feet.

Each of the structures connecting Powell Boulevard to a proposed 16th-17th Street couplet would be 30 feet in width between curbs. The one connecting to 16th Street would be approximately 630 feet long and the one connecting to 17th Street would be approximately 400 feet long. The maximum grades for these connections would vary between 6.2 percent and 6.7 percent.

Bybee Overcrossing

If an agreement is consummated between the various parties during the month of September, 1968, we could have: (1) Plans and specifications ready by April 1969; (2) Let the contract in June 1969; and (3) Complete the contract in July 1970.

The current proposal is that Bybee Boulevard would be 44 feet wide between curbs with at least one sidewalk. It is anticipated that it would be a two-lane facility with the possibility of converting it to a minimum-type four-lane facility sometime in the future.

The main structure crossing McLoughlin Boulevard and the railroad would be approximately 350 feet long. The grades for Bybee Boulevard would be 7 percent on the west and 6 percent on the east. The two new ramps to be constructed easterly of McLoughlin to connect Bybee Boulevard to McLoughlin would be 6 percent up and 7 percent down. A detour structure would be required during construction to handle traffic and it is anticipated that it will be located on the south side of the existing structure which would require that an easement be obtained from the East Moreland Golf Club. It is not anticipated that the detour will interfere with the playing area but it will require the removal of several trees.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Carl Wendt, City of Portland (with photos of model)
Forrest Cooper
R. L. Porter

Data given Carl Wendt
9/5/68

17 ft ± Paved -

60 days survey
45 days hearing
100 days bridge + roadway
overlay { 180 R/W
60 moving, etc. plans, advertising
(say 1 year.)

With 0 date Sept. 1968 -

Plans & Specs: Aug '69
Let contract Sept. 1969.
finish " July 1971.

---

0 date Sept 1968.

Before
Plans & Specs April 1969
let contract June 1969
finish " July 1970

17th - Powell

Main structure on Powell - 5-8' between curbs - sidewalk on South side - 710 ft. long walls and/or fill on each. 6% grade on East 6.4% grade on West. 900 ft. minimum radius curve.

16th-17th street str. over R.R. - 2-30 ft. separate structures. one connects to 16th & one to 17th. 17th str. is 400' long 16th str is 430' long. 6.2 to 6.7 % max grades. Require 16-17 one way couplet.

Byron - 44 feet wide structure - 2 lanes to start - four lanes & bike marked. About 350' long. Grades on new ranges. 6% up 7% down.
Byron - max 7 on W 6 on E.

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August 30, 1968

The Honorable Wm. A. Bowes
Commissioner of Public Works
City of Portland
Room 414 City Hall
Portland, Oregon 97204

Dear Commissioner Bowes:

This is in response to your telephonic request for cost data on the 17th and Powell and Bybee Boulevard proposals involving the Southern Pacific Company, the City of Portland, and the Highway Department.

17th and Powell

The following is the breakdown as presented to us:

State	$1,650,000	(37½%)
Railroad	1,650,000	(37½%)
City	1,100,000	(25%)
Total	$4,400,000	

This contemplates a structure 58 feet in width, and I believe compares to figures given to you by F. B. Klaboe on June 3 of this year.

Bybee Boulevard

State	$ 352,000	(Bybee Blvd. west of McLoughlin Blvd. east r/w line, 100% State; Bybee Blvd. east of above, 1/3 Railroad-2/3 State; ramps, 100% Railroad.)
Railroad	847,000	
**City	132,000	
Total	$1,331,000	

**As to be agreed between City and State.

I believe this also corresponds to figures given to you by Mr. Klabee on June 3.

If anything further is needed, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klabee
Victor D. Wolfe
A. E. Johnson
H S. Cox (9-19-68)
F. D. Morgan

RLP:ms

6-3-68

17th & Powell

		Engineering Comm + Inst 6/3/68
State	1.500	1.650
RR	1.500	1.650
City	1.000	1.1
	$4,000 m	4.40

Bybee

State	.320	.352
City + Co	.120	.132
RR	.770	.847
	1.210	1.331

+ 10% on all estimates for inflation

	4.40
	1.33
Bybee 6/3/68	5.73

File

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FEB 8 - 1968

COMMISSIONERS
GLENN E. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

FILING
7741

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

February 7, 1968

Southern Pacific Railroad Company
Union Station
Portland, Oregon

Attention: Mr. Ernie Kendrew

Gentlemen:

Enclosed is our Credit Memo No. 93977

which cancels our Invoice No. 93914.

Very truly yours,

C. H. Maison
Controller

By:

V. E. Skoog
Assistant Controller

VES:bg
Enclosure

cc: R. L. Porter

February 7, 1968

Mr. H. M. Williamson
Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Dear Mr. Williamson:

Your File: 911700/311

This is in response to your January 30 letter concerning preliminary engineering costs on the proposed 17th and Powell grade separation in Portland. The billing referred to was inadvertently forwarded by the Department's Accounting Division and a credit memo will be issued covering the invoice.

I agree that this cost should be accumulated with other possible similar expenses for final distribution at a later date. Thank you for calling the matter to my attention.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:mm
cc Mr. A. W. Kilborn

bcc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
C. H. Maison

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

January 30, 1968

IN REPLY PLEASE REFER TO
911700/311

Forrest Cooper
State Highway Engineer
State of Oregon
Highway Department
Salem, Oregon 97310

Attn: Mr. R. L. Porter

Dear Sir:

Mr. Kilbom 's office has forwarded to us your Invoice No. 93914 covering 1/2 of the cost incurred by your Department in constructing a model of the proposed grade separation at 17th and Powell in Portland.

You will recall that during a meeting in your office last April, you stated that the Oregon Highway Department would expect to recover a part of its preliminary engineering costs should the agreement be terminated prior to consummation of the construction contemplated. Our letter to you of May 8 formalized this understanding but your letter of August 25 explained why you considered it premature to execute the May 8 letter agreement.

It is our opinion that the work covered by your Invoice No. 93914 will properly be included as an engineering cost if the construction of the separation is carried to a completion and as a preliminary engineering cost under the terms of the proposed May 8 letter agreement should the master agreement be terminated prior to construction.

If our interpretation is correct, we believe that the cost of constructing this model should be accumulated with your other engineering costs for final distribution and accounting at a later date.

Do you agree?

Yours very truly,

H. M. Williamson

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OFFICE OF
STATE HIGHWAY ENGINEER

Copy to Mann
2-1-68

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JAN 25 1968
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January 24, 1968

Mrs. Wanda Merrill
Executive Secretary
Executive Department
State Capitol
Salem, Oregon 97310

Dear Mrs. Merrill:

Reference is made to your note attached to a recent letter from Charles Smith of Portland. There is no relationship between the Southern Pacific Company's proposals which consist of a grade separation at 17th and Powell and some changes in the street and ramp pattern at Sybee in East Moreland and the Highway Commission's proposal to widen McLoughlin Boulevard.

We have had plans under way for a considerable period of time to widen McLoughlin to six lanes southerly of the Ross Island Bridge to take care of an extremely bad traffic congestion problem. Public hearings were held on the project on July 18, 1967, and any necessary right-of-way will be acquired in the usual manner, the owners being compensated according to law.

Attached is a suggested draft for the Governor's consideration.

Very truly yours,

Forrest Cooper
State Highway Engineer

FC:fn

Attach.

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. W. Rulien

SUGGESTED DRAFT FOR THE GOVERNOR'S CONSIDERATION
January 24, 1968

Mr. Charles E. Smith
807 S. W. 14th Avenue
Portland, Oregon 97205

Dear Mr. Smith:

Referring to your letter of January 1968 and the attached clipping which quotes Mr. Oglesby Young of the Southern Pacific Company concerning widening McLoughlin Boulevard, I do not know what Mr. Young had in mind; therefore, I could not intelligently interpret his remarks.

The State Highway Commission has for a considerable period of time been making plans for the widening of McLoughlin Boulevard to relieve a serious traffic congestion problem.

Public hearings were held on this project on July 18, 1967, at which time it was fully explained and all parties who wished to be heard were given the opportunity.

Any right-of-way necessary to accomplish this work will be required in the usual manner, with the owners being compensated as required by law.

The recent proposals made by the Southern Pacific Company have no bearing on the Highway Commission's plan for improvement of McLoughlin Boulevard.

SMITH TO HWY 1-22

"Anyway," [illegible]fied Oglesby Young, attorn[illegible] for the [illegible]. "the State Highway Commission is going to widen McLoughlin Boulevard to a six-lane freeway and it isn't going to ask anyone's permission."

Portland Oregon

Jan - 1968

DOT S.W. 14 - and -

Mr Tom Mcall

Dear Sir -

Just a few Lines to or you if the State High Way Dept Can this.

are Can they just take Land for the High ways - With out Own Town - a Lot of People in Portland Work If you Would Look into this, Becouse they thank this away for S.P. & Lagues to Put Sanitary and other Items - Security

Jam Lucky Jack

Mr Clude E Smith

JAN 22 1968

RECEIVED
JAN 24 1968
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORREST COOPER

JAN 18 1968
FOR FILE
NOTED
R. L. PORTER
7741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 17, 1968

SUBJECT: Assignment to Attent Portland City Planning Commission Hearing on Zoning East of McLoughlin Boulevard

To:
Mr. R. L. Porter
Deputy State Highway Engineer
BUILDING

The scheduled public hearing held by the Portland City Planning Commission at 3 P.M. January 16, 1968, in Room 204 of the Portland City Hall Annex, was attended by Mr. D. J. Barbee, Mr. L. L. Wallace and myself.

This was a public hearing conducted by Mr. Herbert C. Clark, President, Portland City Planning Commission, to hear the pros and cons of a request by the Southern Pacific Company for a zone change east of S. E. McLoughlin Boulevard between S. E. Reedway and S. E. Tacoma Street. The Staff Report (see copy attached) was read to the Commission members by a Mr. Kennedy. The Staff recommends denial of the zone change request. Reasons for this recommendation are set out on Page 3 of this report.

The time from 3:30 P.M. to 5 P.M. was taken up by Mr. Young, Attorney for the Southern Pacific Company, and other speakers in favor of the Southern Pacific Company request and formal offer for interchange improvements at 17th and Powell.

A ten-minute recess was then called after which statements from persons objecting to the zone change would be taken.

Since we, as representatives of the Oregon State Highway Department, had no statement to make regarding this zone change request, we left the meeting and returned to Salem. A verbal report was made to Mr. Porter by Mr. Morgan at 8 A.M. January 17, 1968.

FDM:fw
Attach.
cc F. B. Klaboe

F. D. Morgan
Construction Engineer

JAN 19 1968
OFFICE OF
STATE HIGHWAY ENGINEER

PORTLAND CITY PLANNING COMMISSION

Staff Report
January 16, 1968

Petition: 5235

Applicant: Southern Pacific Company

Zone Change Request: R5 to M2 for most of the zone change area; C2 to M2 for a small area near SE Tacoma Street

Location: East of SE McLoughlin Boulevard between SE Reedway on the north and SE Tacoma Street on the south

Legal Description: Tax Lots 58 and 64, Section 24 - T1S - R1E - W.M. and the existing railway right-of-way between SE Reedway and SE Tacoma

Petition Percentage: City Council Initiation

¼ Sections: 3633-3733-3833

Applicant's Proposal: Southern Pacific wishes change from R5 to M2 for the strip (maximum width 131.5 and 136.5 ft.) between its existing railway right-of-way and McLoughlin Boulevard to permit construction of 5 tracks for holding and passing. The existing right-of-way is included in the zone change area. The strip is 6000 feet long and contains about 15.6 acres.

In a proposal filed with City Council on November 16, 1967 (Council Calendar 4815-1967) Southern Pacific has offered to do the following if the zone change is approved and if a portion of SE Reedway at the north end of the zone change area is vacated:

1. Plant a row of evergreens on both sides of the holding yard to screen it from public view and to help reduce noise from the yard. There is no indication how high the trees will be planted in the beginning but the agreement document filed by Southern Pacific says that the Company would maintain these trees for two years only.

2. Pay 37½% of the cost of constructing a grade separation structure at 17th and Powell; also pay 37½% of the cost of constructing a structure which would overpass the railroad and connect SE 20th to SE 17th.

3. Pay 33-1/3% of the cost of a new Bybee Boulevard overpass where such overpass would be constructed over the holding yard and the Southern Pacific main line tracks.

4. Pay 100% of the cost of the two ramps to be constructed on the east side of McLoughlin Boulevard to connect to Bybee Boulevard.

Highway Proposals

The highway proposals which accompany this rezoning request are financially tempting as Portland voters have, in recent times, twice rejected the 17th and Powell grade separation project. Although Southern Pacific has conditioned its financial participation on approval of its requested zone change, a decision on the land use and environmental aspects of the request does not seem to be discernibly dependent on or related to a resolution of the Powell Boulevard problem.

Not to take issue at this time, but it should be observed that the Eastside Expressway routing from SE 20th to 17th does not follow the proposal on the Planning Commission's Comprehensive Plan. Also previous Commission action selected Reedway as the interchange point with McLoughlin rather than Bybee.

Prior Request

This is the second time in 15 years that the Southern Pacific has requested a zone change to build a holding yard in this location. In 1952, both the Planning Commission and the City Council turned down the request. The matter was finally disposed by Federal Court action unfavorable to the Southern Pacific in October 1956. A chronological outline of previous efforts to put a railroad yard in this strip, dating back to 1924, is attached at the end of this report.

The Issue

Convincing evidence has been offered that the Southern Pacific needs more yard capacity. It is said that Southern Pacific carries 45% of the railroad traffic in and out of the Portland area. The Brooklyn Yard has a capacity of 2500 cars per day. On 70% of the days in 1967 the volume of cars handled exceeded the capacity.

It is claimed that Southern Pacific's problem is now a liability to Portland's general economy. The issue is whether its situation can be resolved only at the risk of impairment of the Eastmoreland-Westmoreland residential and park values or whether there is some other alternative serving both Southern Pacific's interest and that of the general public not only in Portland's economy but also in preserving the assets represented by the Eastmoreland-Westmoreland residential and recreational complex.

Staff Recommendation

The staff recommends denial of this request for these essential reasons:

1. The same zone change request by this applicant was denied by the City Council in 1952 because it would have had an adverse impact on the Eastmoreland and Westmoreland residential areas (see reason number one in the Commission's 1952 report to Council). The only change in the area since that time has been the construction of the AFL-CIO retirement home which would also be adversely affected by the proposed railroad yard.

2. The railroad yard would seriously detract from the visual quality and amenity as well as the utility of Eastmoreland Golf Course, Rhododendron Gardens and Westmoreland Park.

3. In 1952 it was established that the applicant had an alternative for location of railroad yard facilities (see reason number two in the Commission's 1952 report to Council). Therefore it has been the responsibility of the applicant since 1952 to seek a solution to his problem in another

location in the Portland area. He has had no reason to believe that if he waited 15 years he could obtain a reversal of the City's 1952 decision on his proposal. Moreover, alternative locations for the applicant's proposed holding tracks are still available.

Impact on Eastmoreland-Westmoreland

The insertion of a railroad yard and the intermittent noises incident to starting, stopping, and coupling switch engines and freight cars will have an adverse impact on the livability and resulting property values of the Eastmoreland and Westmoreland residential neighborhoods. It was brought out by expert testimony in the 1952-56 court case that the Eastmoreland District would suffer a collective property value loss of $2,000,000. It was estimated at that time that the values in Eastmoreland totaled $20,000,000. It is evident that in the intervening years that property values in Eastmoreland have appreciated rather than declined even though the houses are now on the average some fifteen years older. Appraised values, on the average, have actually increased 2.65 times. Inflation in housing costs account for a 40% increase and some of the remainder is attributed to a change in policies by the County Assessor. So the relative appreciation in values cannot be claimed to be so great, but it is clear that values have increased significantly. The collective loss at this time would thus be even greater than would have been the experience in the early fifties.

The appreciation of values in Westmoreland is apparently even greater. Average appraised values have increased 3.02 times between 1952 and 1967.

The burden of proof as to the necessity of changing the zoning rests with the Southern Pacific Railroad. The residential, college, and park uses which have prior existence in this area have the right to expect protection from later, incompatible uses. The very reason why Portland is zoned is to provide this protection. Expected stability of the zoning must have been among the important factors considered by those who have built and are maintaining single-family homes in this vicinity. The City of Portland is obligated to continue this level of protection until there is an unquestionable clear gain for the public interest. If credence is to be given to Southern Pacific's claim for the right to use their own property as they desire and without regard to the affect on the neighborhood,then Portland's Zoning Code is without purpose.

Impact on the Park Areas

The Westmoreland Park-Eastmoreland Golf Course-Rhododendron Gardens area is a unique, attractive open space recreational and tourist area in Portland. In effect, this railroad yard is proposed to be built in a park. Obviously, the impact would be detrimental. The Eastmoreland-Westmoreland Park area is an outstanding entrance to the City, matched by few cities in this country or even the world--if at all. Although the Railroad Company says it will screen out the yards by evergreen trees, the planting of these trees, creating a wall, will obstruct the outstanding view of greensward sweeping between Eastmoreland and Westmoreland.

These parks and recreational facilities are not only visual and amenity assets but economic as well. Portland would be a poorer place without them or if their appeal is reduced or impaired. Over 300,000 people attend the various functions there annually: 200,000 to play golf, 50,000 to the Rhododendron Gardens, and 58,000 to Westmoreland Park. As the land was acquired many years ago, the total invested to date including improvements, is but $560,000. However, to create or replace this park complex today in this location of urban development would cost at least $75,000 per acre, assuming no payment for streets, or a total of $15,450,000 for 206 acres comprising both the park and golf course.

Alternatives for the Southern Pacific

Southern Pacific indicates that it is only interested in building a holding yard at ths time. There is no need for Southern Pacific to build its proposed holding yard where it will adversely affect the well-maintained Eastmoreland and Westmoreland residential areas and the intervening City park facilities since there are other feasible alternatives.

The first of these alternatives which should be explored is the rearrangement of the Brooklyn Yard itself. Observation reveals that land area in the yard is being inefficiently used. There are a number of outmoded, obsolete buildings. The relocation of the piggy-back operation, now south of Holgate Boulevard, and redesign of the area west of the classification yard north of Holgate Boulevard could add more length of track than would be possible by building the holding yard from Reedway south to Tacoma Street.

The second alternative location for a holding yard is along Railroad Avenue east of Milwaukie. Here is a trough of land which parallels the Southern Pacific tracks for a distance of about 4000 feet to the Omark Manufacturing Company. The distance between its building and the Southern Pacific main line is 250 feet. Therefore, holding tracks could be built in between. The yard could be lengthened to 7500 feet by removing all or a section of the Jarman Manufacturing Company which has been built farther east adjacent to the railroad right-of-way. This entire area is zoned for industrial uses. Distance from Reedway to 37th Avenue, the west end of the site, is 2.9 miles.

The third alternative is the area between Harmony Road and the community of Clackamas. This area extends a distance of over two miles. In it there is still ample vacant land on which the Southern Pacific could build a new railroad yard including all of the necessary subsidiary buildings and appurtenances. The site has a high degree of accessibility to the metropolitan community as it will be traversed by the I-205 Interstate Freeway. The area is zoned for general industrial uses. Estimated acquisition is $4000-5000 per acre. The distance from Reedway to Harmony Road along the SP track is 4.4 miles.

Short-Term Solution?

The question can be legitimately asked as to the degree a holding yard in the Eastmoreland area will meet Southern Pacific's continuing needs for expansion and modernization in the growing economy of Portland and the Pacific Northwest. The Railroad Company says the holding yard will increase Brooklyn Yard's operating capacity by 1000 cars per day. Since the yard is now over congested by some 150 cars per day, the net gain in capacity will be 850 cars or 34% over the 2500 cars capacity existing. It should be noted that the population is expected to increase 33-1/3% from 1968 to 1980 in the Portland Metropolitan Area and 78% by the year 2000. Growth in population and cars probably cannot be equated proportionately. However, data submitted by the Southern Pacific indicates that Portland's economic growth rate is even faster than population and that the trend in specialized services for shippers is requiring even larger cars, more track length, and more yard operations.

After the holding yard, then what? In prospect is a holding yard which will be detrimental to its surroundings and at the same time may only be a short-term solution to Southern Pacific's general yard problem. Further expansion in this particular area would only be possible on adjacent park and golf course land.

It appears that the whole railroad-trucking-harbor-distribution complex needs an examination and master plan effort to properly evaluate Southern Pacific's problems and alternatives. Perhaps combined yard operations by more than one railroad in locations more advantageous to the docks, airports, and truck terminals require study. If Southern Pacific's deficiencies produce chain reactions throughout Portland's transportation and distribution systems, comprehensive solutions must also determine the proper course of Southern Pacific's improvements.

Consequences of Yard Relocation

If Southern Pacific is restrained from building the holding yard where requested, an evaluation should be made as to whether removal to the Harmony-Clackamas site or to a nearer location would have significant cost and time consequences to SP and elsewhere in Portland's transportation and distribution systems. From the standpoint of distance, the Harmony-Clackamas site is closer to the Union Station Yard, in the center of the city, than the Vancouver Yard serving NP, GN, and SP&S. The comparison is 8.5 miles to 10.0 miles.

The worth of Brooklyn Yards in taxes and jobs to the community also needs examination. Due to its open nature, investment in a railroad yard is relatively low per unit of area. Should the yards be removed in whole or part beyond the city limits, no doubt Southern Pacific would sell the land for industrial development as it is so zoned. Should the investment be similar to Kellogg Park, assessed values would average $34,700 per acre. Should the industries resemble those just east of the Brooklyn Yards, assessed values would approximate $25,500 per acre. In contrast the Southern Pacific is assessed for property taxes on tracks, buildings, and rolling stock at $1870 per acre for Brooklyn Yards. The true differences are actually greater because personal property and the City's yield from business license fees are not included for the industries surveyed.

Employment differences are not as great. The density in Kellogg Park is 21 employees per acre and 9 in Brooklyn Yards including the over-the-road personnel terminating there.

If Brooklyn Yards were replaced by industrial uses of the quality and density of employment typical of Kellogg Park, the City of Portland would show a net gain of $3,444,000 in assessed value and 1300 workers. As a matter of information SP employs 901 in Brooklyn Yards and the taxable assessed value totals $196,000. It encompasses 105 acres of land.

Zoning and Use of the Strip

With respect to continuation of the present R5 zoning, it should be pointed out that Southern Pacific has no inherent right in this strip of land. The strip was placed in Zone I (single-family residential) when the City was originally zoned in 1924. The Southern Pacific, although it had indicated previously that it desired the strip of land for a railroad yard, did not actually purchase it until 1927. Likewise, the Company had made assurances over the years to the Eastmoreland-Westmoreland Area that it had no intention of building a railroad yard in this vicinity. The single-family residential zoning was sustained by court decree in 1956.

Retaining this strip of property in R5 (single-family residential) zoning will not deny the Company reasonable use of the property. The Company was well aware that certain usage limitations applied to the property when it was acquired and essentially the same use limitations apply today under R5 zoning. Moreover, the Company has no more right to expect a change of zoning to allow more intensive use of this strip than the owner of any other R5 zone property in the City of Portland.

However, in view of the existing open development of Westmoreland Park and Eastmoreland Golf Coufse, the very ample site of the Union Retirement Home and the long strip of open land on the west side of SE McLoughlin to the north of the retirment home and owned by that home, the staff believes that the best use of the strip of land owned by the applicant is for the widening of SE McLoughlin which is contemplated for the immediate future. By constructing new northbound lanes east of the row of trees located on the east side of the present roadway and retaining such row of trees within a new median strip for the highway a high standard of appearance would be retained for this major entrance into Portland. The easterly portion of the applicant's strip of land could be used for highway beautification and open space.

The idea of park use of this strip of land is not new. It was proposed in the 1936 Plan for Parks, and at the time of the applicant's previous zone change request for this strip of property the City attempted to buy this strip from the applicant for park use. The City's offer was refused.

Code Considerations

The Zoning Code provides that railroad rights-of-way and passenger stations may be allowed as Conditional Uses in R, A, C and M3 zones (see Sec. 6-1225(r) in the R5 article). The main lines are allowed only as Conditional Uses so that they may be required to be well located and adequately buffered and screened from the adjacent properties they have to pass in entering the city.

Switching yards, holding tracks, team tracks, and freight depots are permitted uses in M2 zones (Sec. 6-2602 Group 10 Item 25) and railroad shops and round houses are permitted uses in M1 zones (Sec. 6-2702 Group 12 Item 11).

Other Requests

On July 14, 1960 the Planning Commission considered Petition 3796, a request by Fred Meyer Inc. to change from R5 to C2 to permit construction of a shopping center on property located on the west side of SE McLoughlin just north of the SE Bybee Boulevard overpass. The Commission recommended denial and subsequently the City Council denied the request. Similar requests for zone changes on this property were considered in 1938 and 1950, with both requests being denied.

On June 19, 1963 the Planning Commission considered Petition 4308, a request by the Union Labor Retirement Association to change from R5 to A0 zoning to permit construction of a retirement home on property located on the west side of SE McLoughlin just north of the SE Bybee overpass. The Planning Commission recommended denial of A0 zoning but approved of A1 zoning with conditions. Subsequently the City Council approved A1 zoning with conditions.

On April 3, 1957 the City Council passed Ordinance 105683 changing from Zone I to Zone III on a tract of land on the east side of SE 26th Avenue north of the Eastmoreland Golf Course. The applicant was asked to dedicate the south 40 ft. of the zone change area for an extension of SE Reedway east of SE 26th Avenue upon dedication for street purposes of a similar adjacent area from City park property. The 40 ft. strip was dedicated by the applicant for SE Reedway although the similar area of City park property was not dedicated.

Surrounding Conditions

The applicant's property is located between SE Reedway on the north, SE McLoughlin Boulevard on the west, SE Tacoma Street on the south, and the Eastmoreland Golf Course on the east.

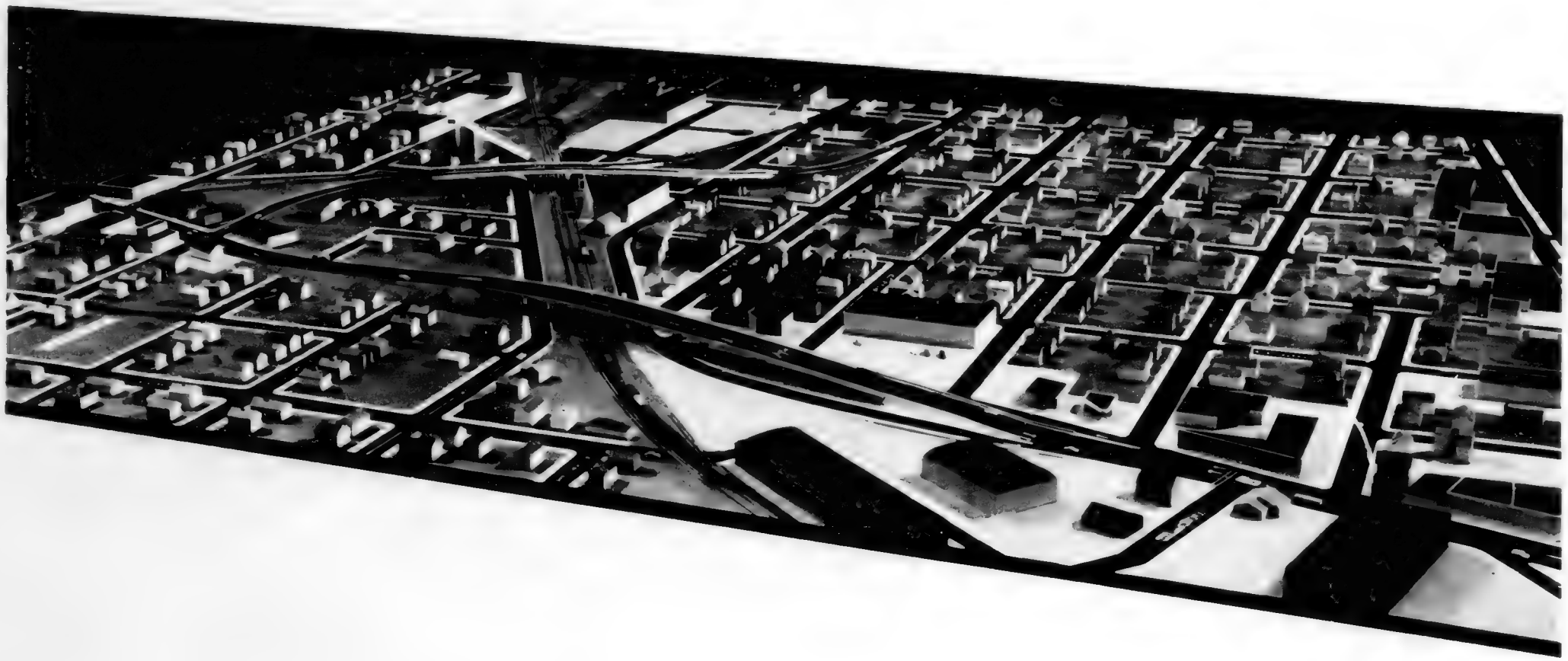
To the east along the entire length of the applicant's zone change area is the Eastmoreland Golf Course. To the east of the golf course is the Eastmoreland area of fine single-family residences.

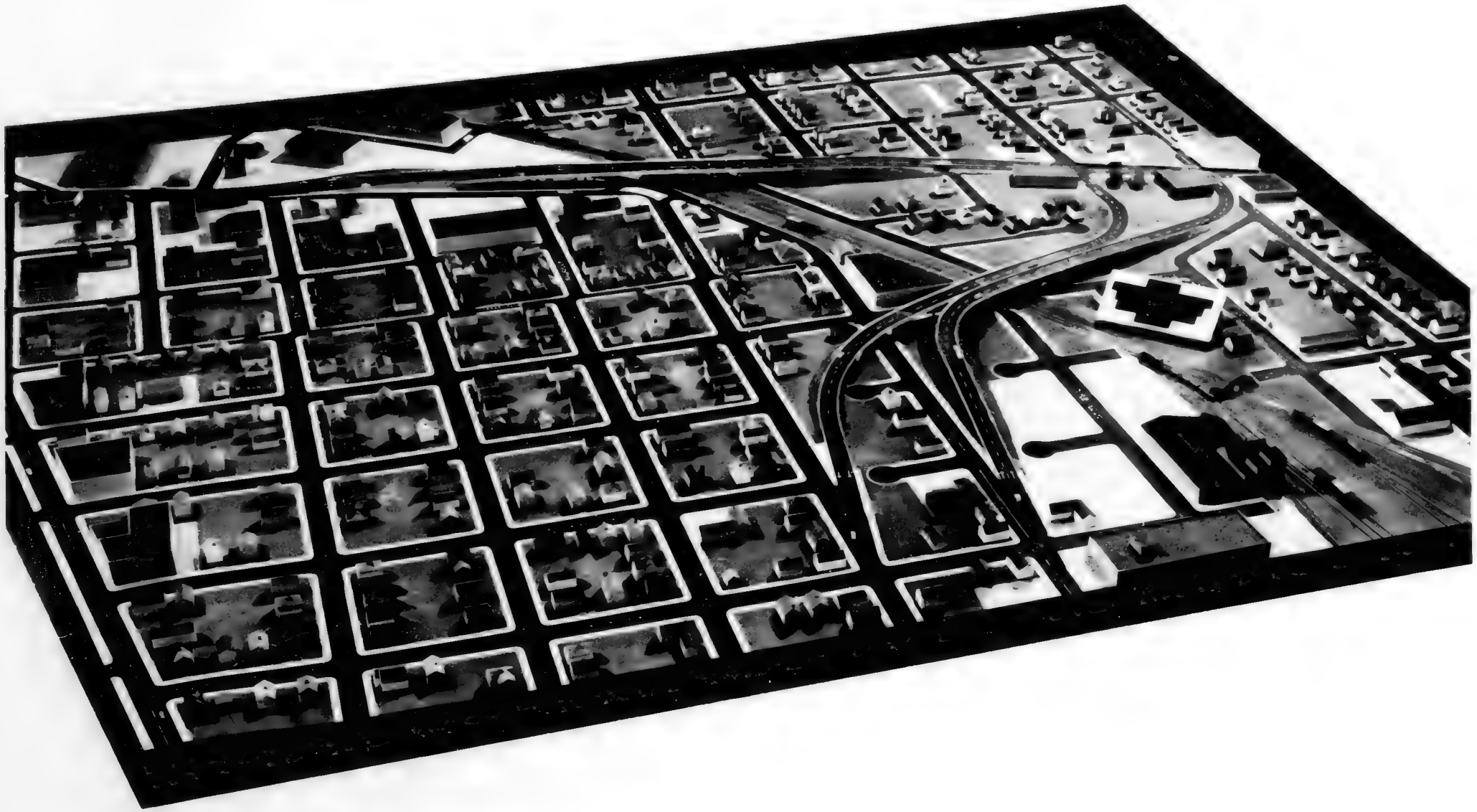
To the north of the zone change area is area zoned M2 and occupied by Southern Pacific's Brooklyn Yard facilities and industrial properties.

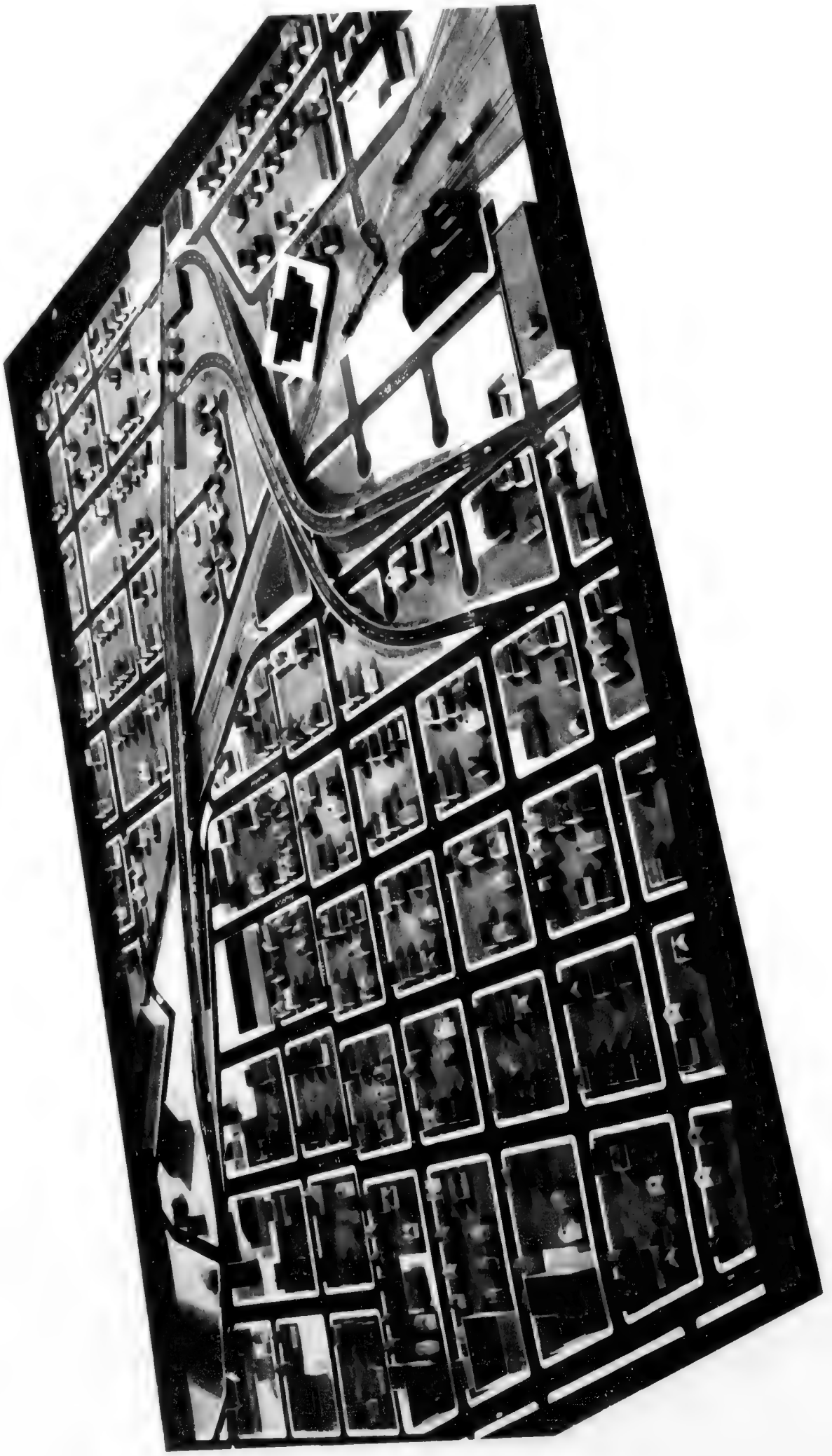
To the west across SE McLoughlin, north of SE Bybee Boulevard, is the Union Retirement Home in A1 zoning and well-maintained single-family residences in R5 zoning. To the west across SE McLoughlin, south of SE Bybee, is Westmoreland Park and beyond the park to the west is residential area.

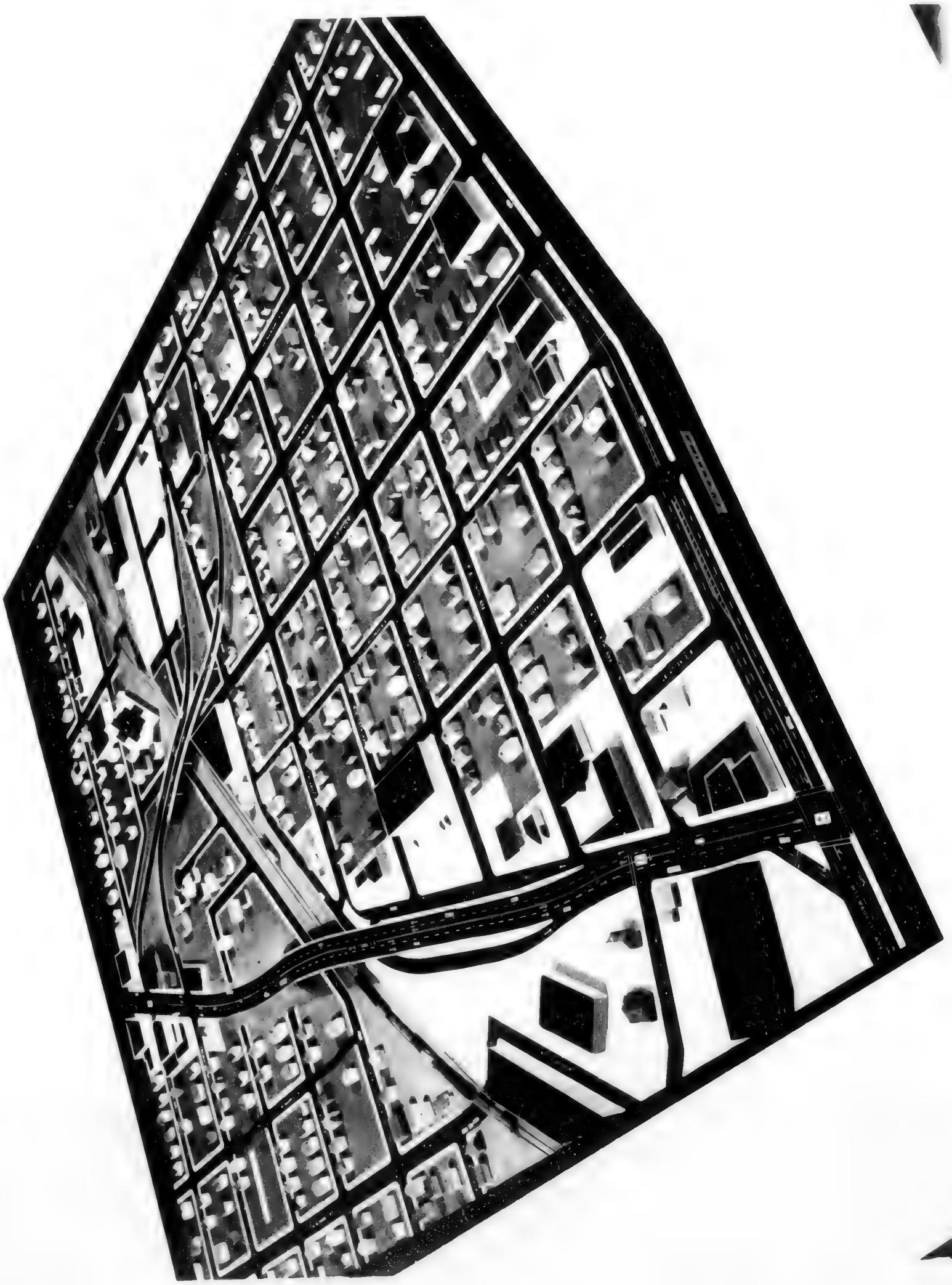
To the south of the zone change area is C2 zoning and use and beyond that M2 zoning and use.

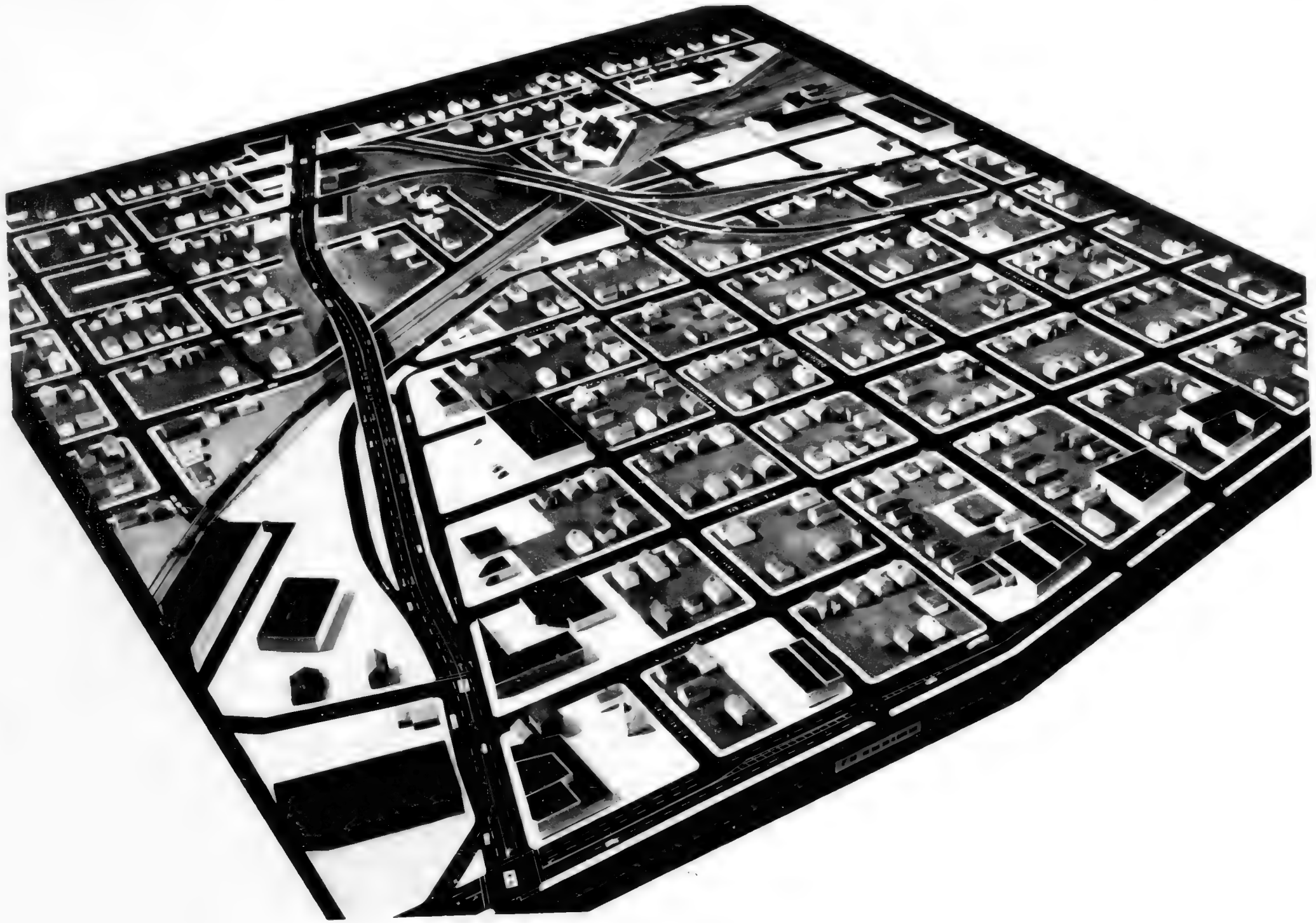
* * * * *

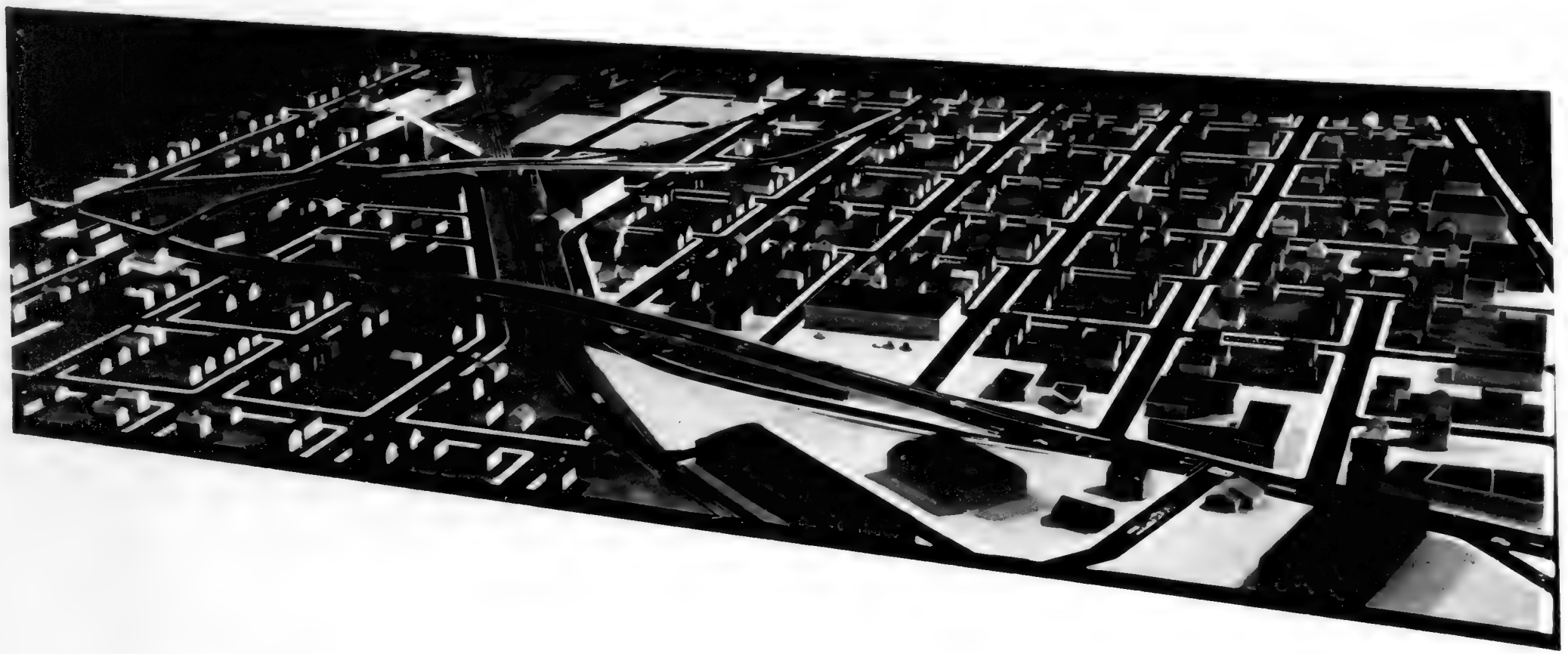


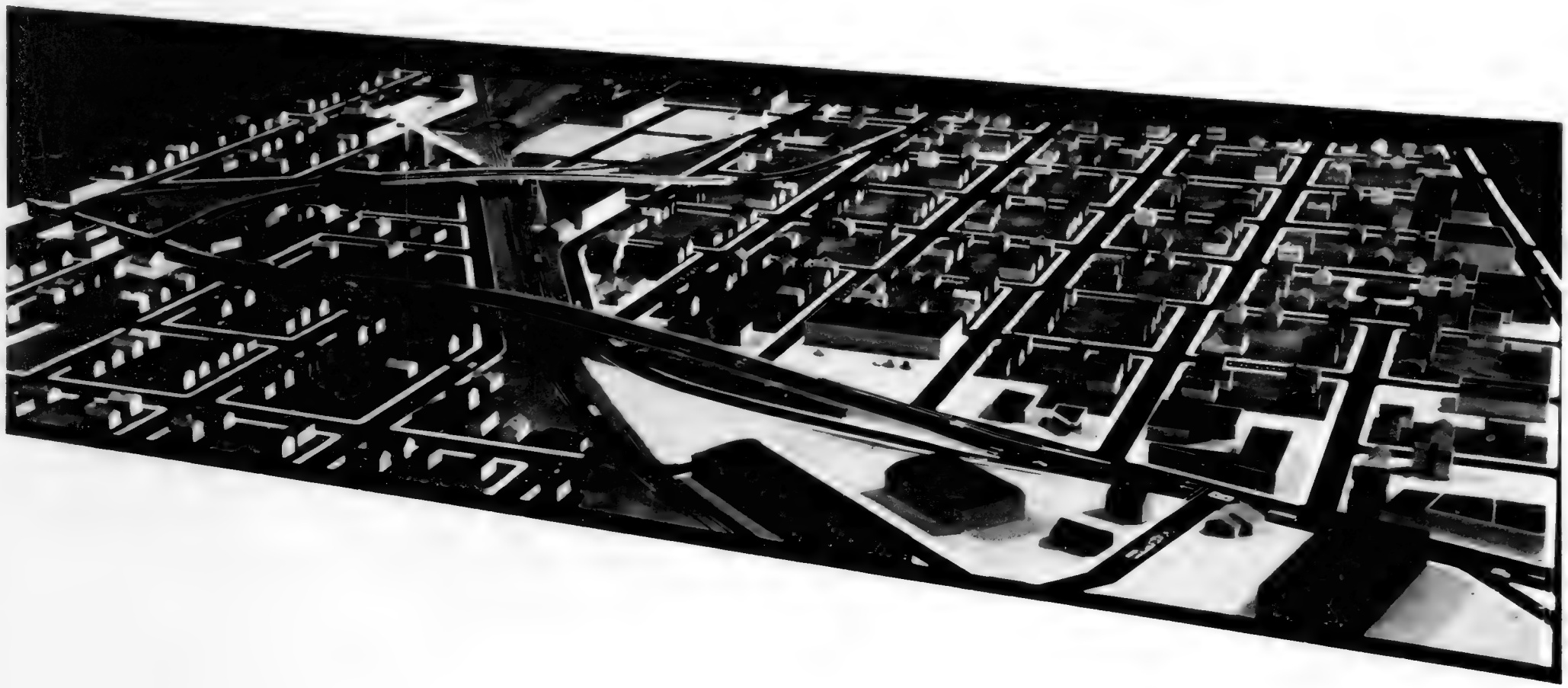


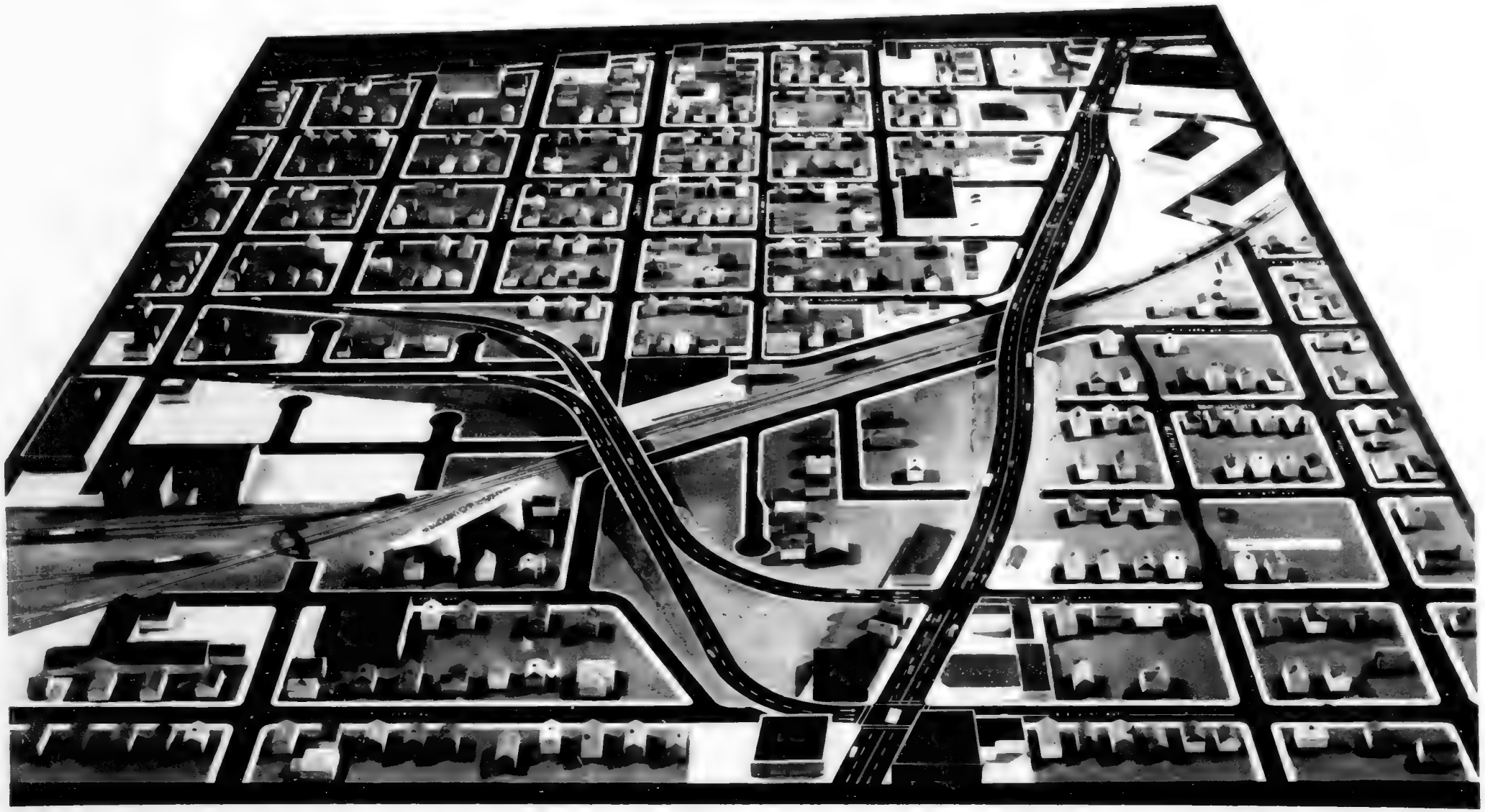


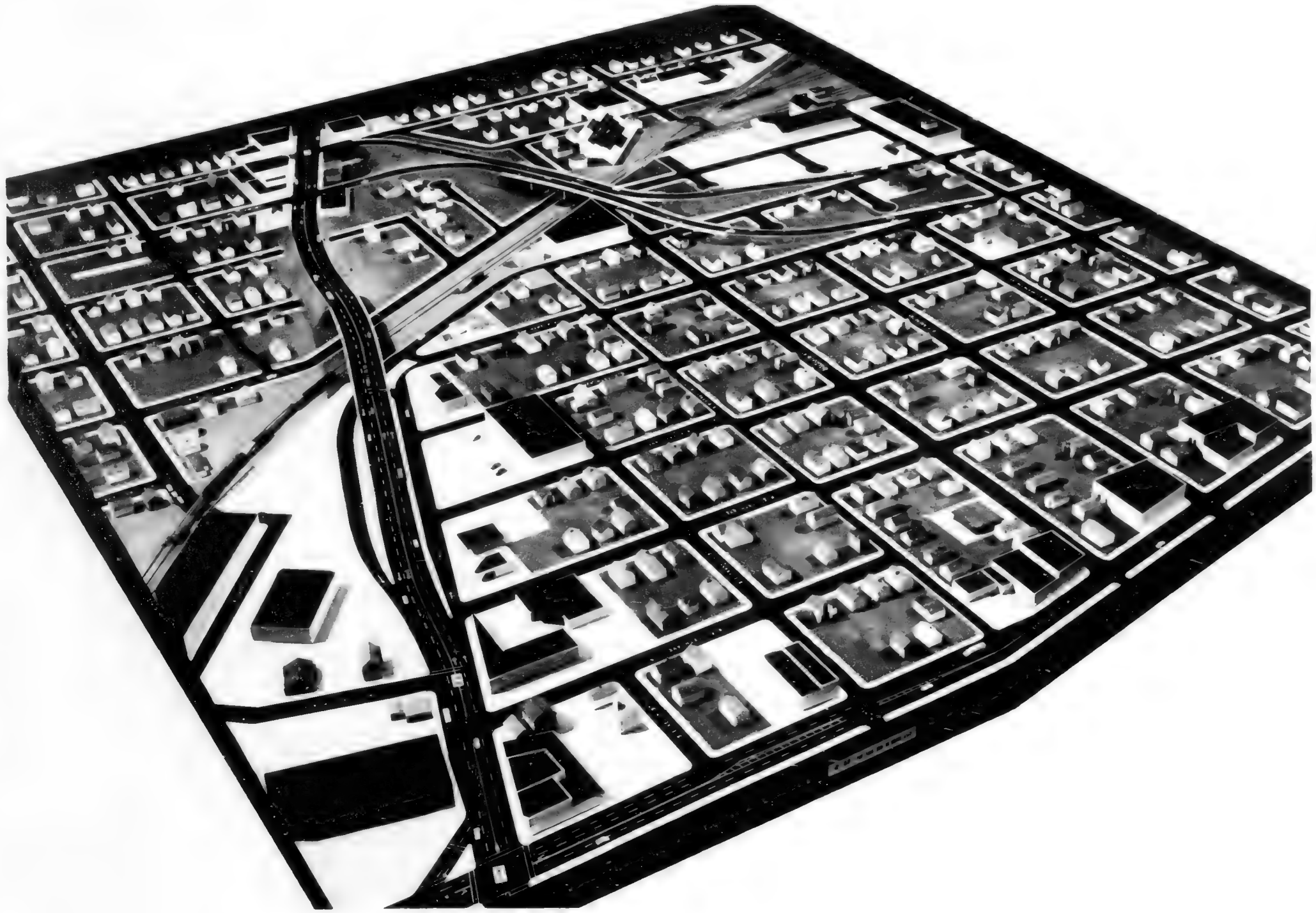


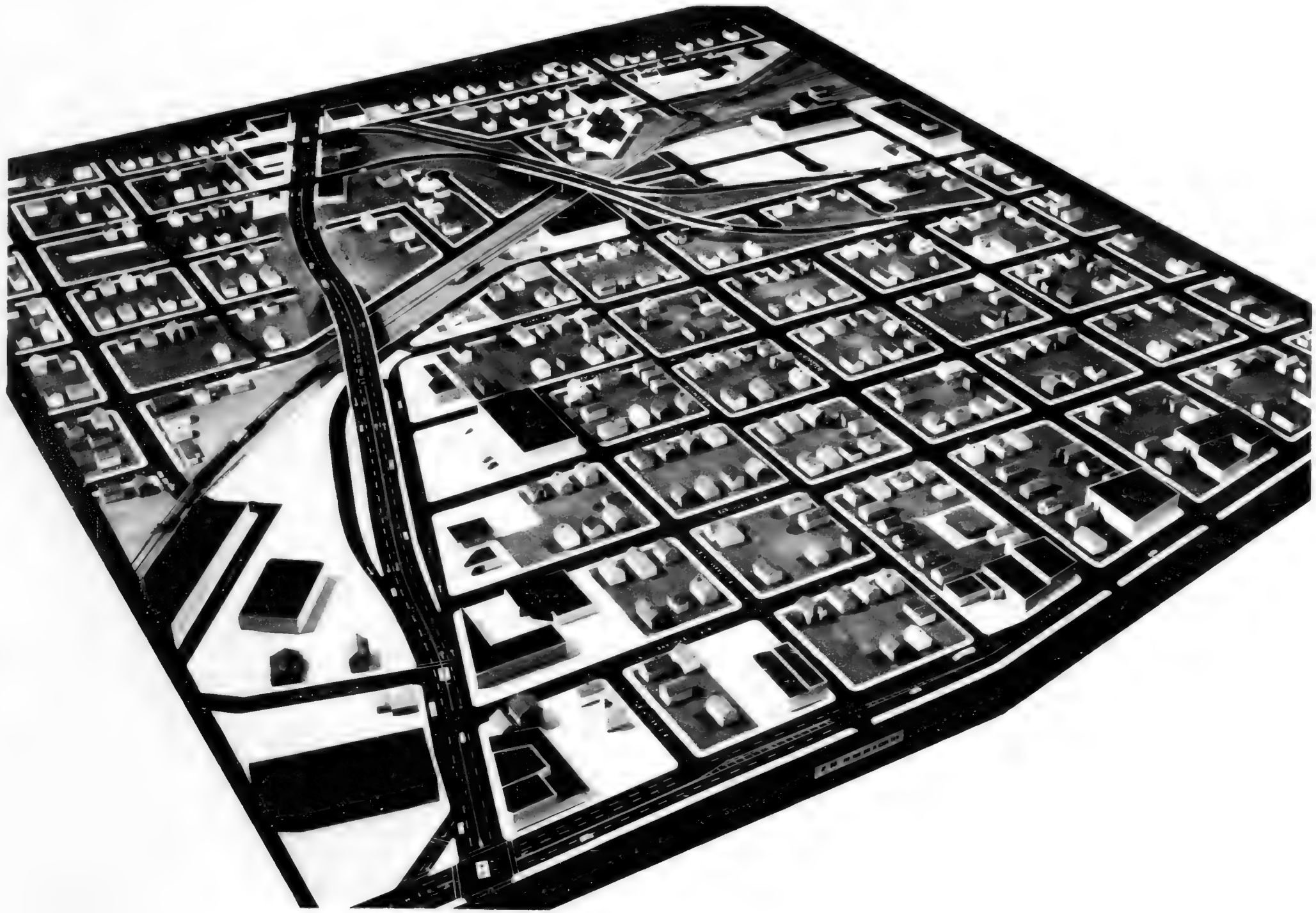


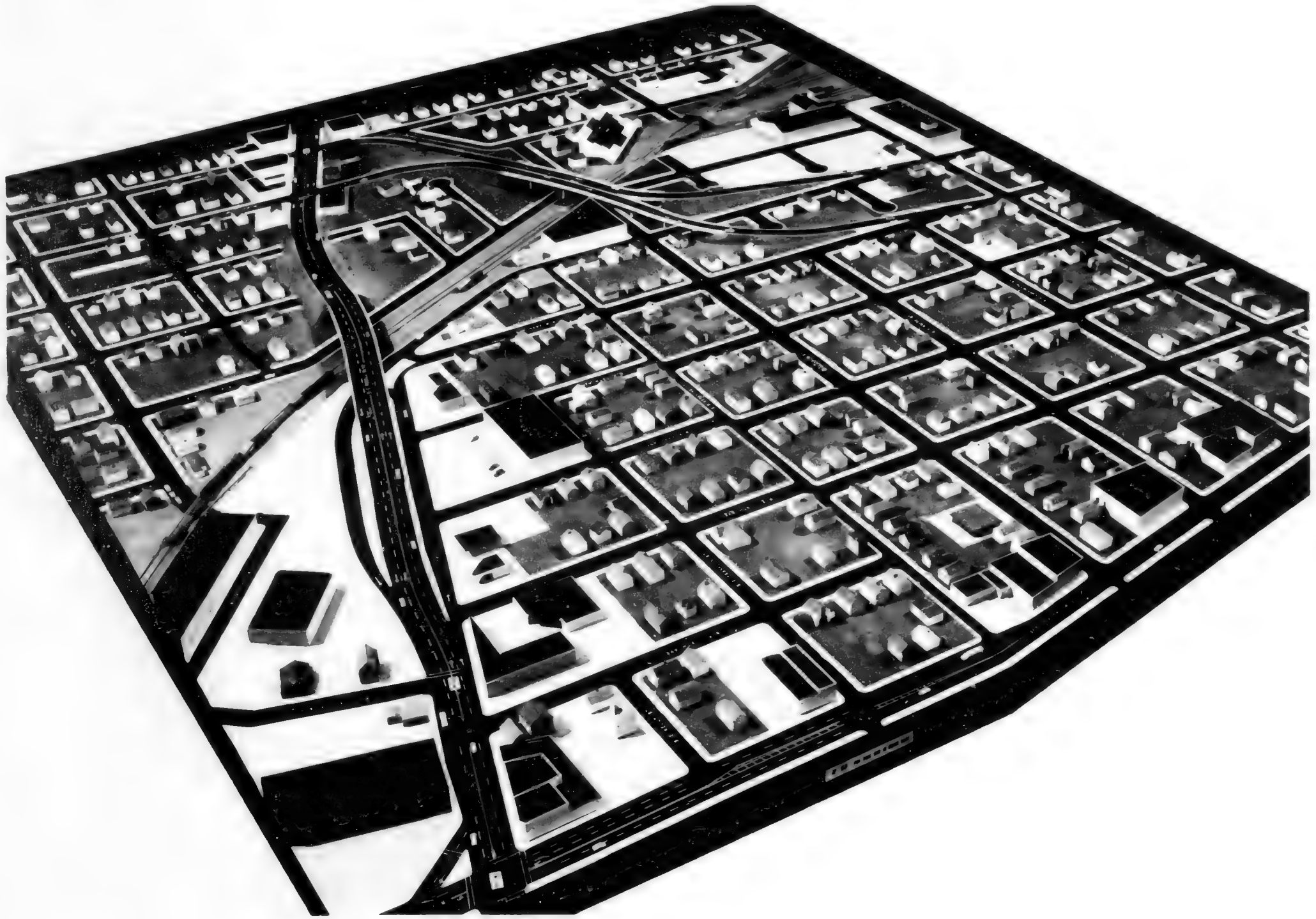


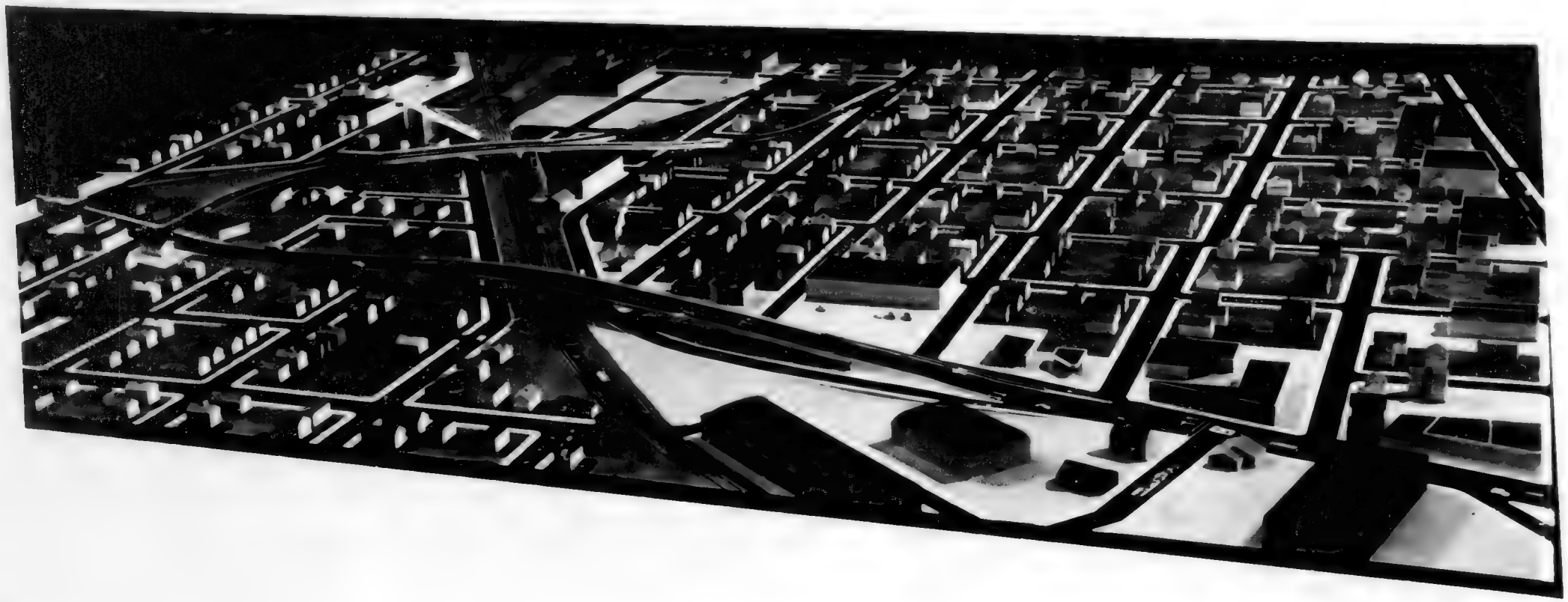


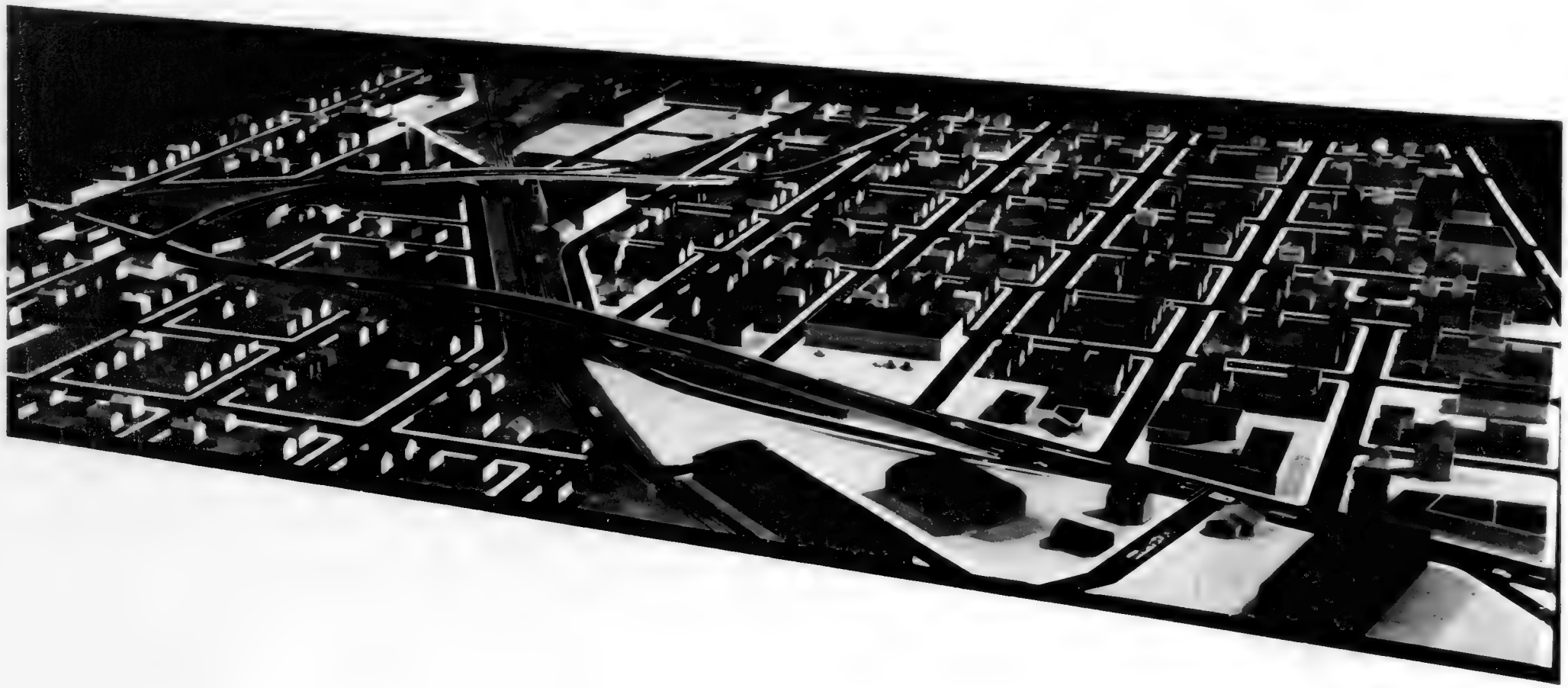


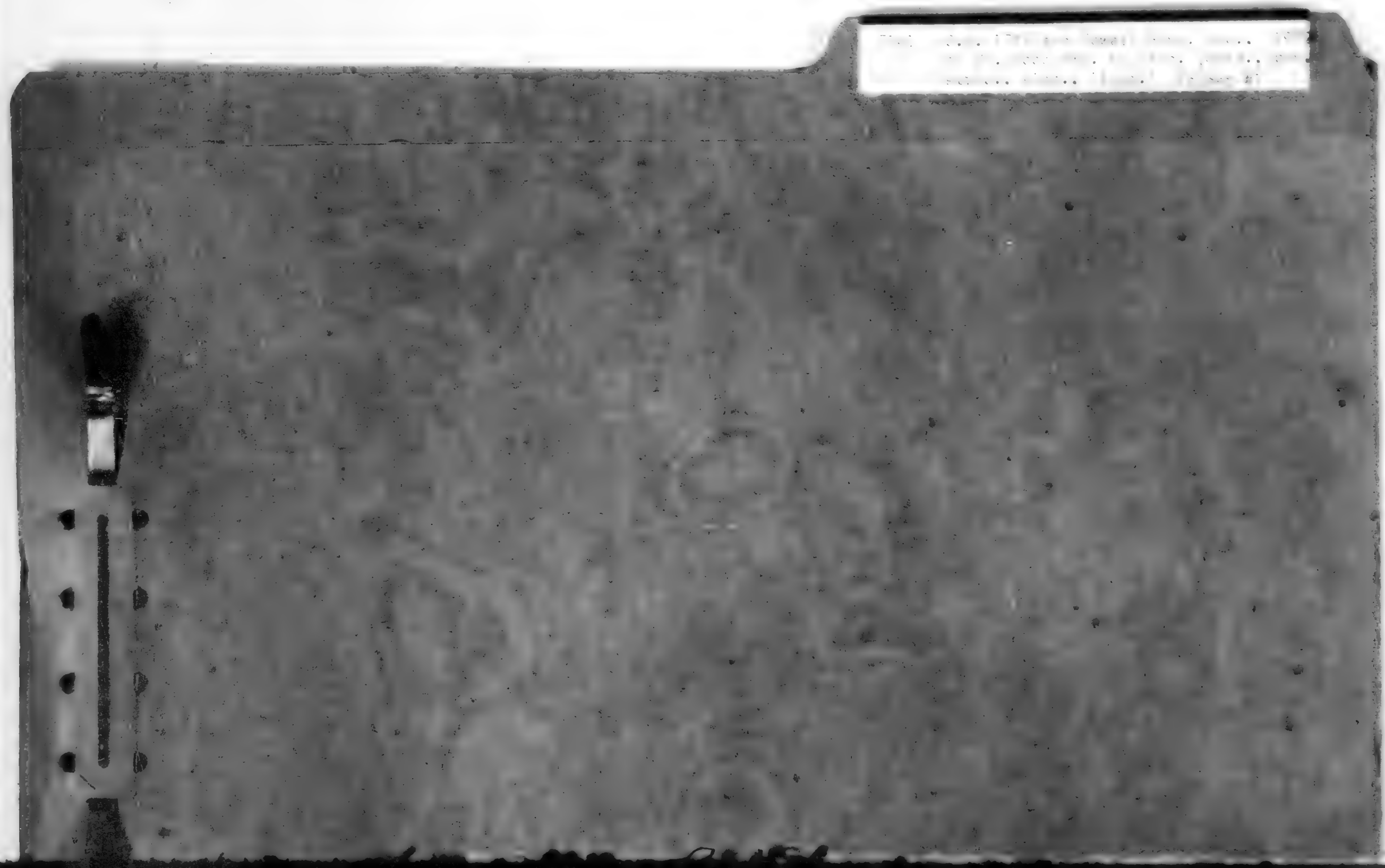












RR 691
9-22-67

12-29-67

discussed with
Porter + Cooper the date.
We will go on basis of
5-8 x 30 foot structure
using concrete.

JPK

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MAR 28 1968
FOR FILING
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Fred –

- breakdown of bridge estimates attached –

note 22' ramps on 17th St portion (1 lane)

1963 #10 – #12 / ft² + 18%

---

	now	
steel	#22 / ft²	+40%
concrete	#17 / ft²	+40%

Art.

Form E-49—2M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Connecting Ramps
17th & Powell Interchange

			I-5					
			53'	58'	53'	[illegible]	[illegible]	← on Powell over RR
Grade	Lane	Ave	401,000	510,000	510,000	634,600	[illegible]	
Structure								
Pavement			596,000	1,117,000	1,156,000	1,776,500	[illegible]	
[illegible]			832,000	1,081,000	814,000	1,374,700	[illegible]	
Retaining								
Fencing			55,000					
[illegible]			16,200					
R/W			965,000	1,163,000	1,163,000	1,163,000	[illegible]	
Lighting			16,000	100,000	100,000	100,000	[illegible]	
Signing			40,000	63,000	63,000	63,000	[illegible]	
Landscaping			50,000	59,700	59,700	59,700	[illegible]	
		Total	2,428,200	4,373,700	3,995,200	5,191,200	1,577,900	
			↑ 1963 Estimate					
			22' ramps on 17th St o'xing of RR	30' ramps on 17th St		40' ramps on 17th		

☆ [illegible] ramps on 17th St

Powell Blvd. Plan

5-23-63
1

Line, Powell Blvd.
Sta. 17+00 to 25+70
Area 870 x 58 = 50,460 ft² @ 10 = $504,600
+18% Eng. 91,400
$596,000

Retaining Walls
Powell Blvd.
Lt. of 15+00 to 17+00 200' @ $125 = $25,000
Rt. of 13+50 to 17+00 350' @ $85 = 30,000

1-2-64
1

1-2 Dec. 1963
Powell Blvd. - 17th. Ave. Connection
250 x 58 = 14,500 ft² @ 10 = $145,000
250 x 22 = 6160 ft² @ 12 = 74,000
100 x 22 = 2200 ft² @ 12 = 26,000
$245,000
+18% Eng. 44,000
$289,000

Retaining walls
90' @ 40 = $3600
120' @ 30 = 3600
150' @ 60 = 9000

Total $956,200

This is est for Plan used.

Sht. 1

17TH & Powell O-xings — Mult.

Christensen — 11-13-67

Requested By: Poindexter

RECEIVED
T. C. ROAKE

PLAN "L-3"

17TH O-xing (Steel)

62' Rdwy	× 310	= 19,220 ft²	
30 "	× 90	= 2700	
30 "	× 325	= 9,750	
		31,670 ft² @ $22 =	$696,740
Handling traffic			20,000
RR Costs			20,000
			$736,740
40% E&C			294,260
			$1,031,000

(RCBG)

31,670 ft² @ $17	=	538,390
Handling traffic	=	30,000
RR Costs	=	30,000
		$598,390
40% E&C		215,610
		$814,000

17TH & Powell O-xings — Mult

Christensen — Date 11-13-67

Powell O-xing (Steel)

710 x 58' = 41,180 ft² @ $22	=	$905,960
#1 Wall = 200' @ $ 170	=	34,000
#2 Wall = 355' @ $ 150	=	53,250
Handling Traffic	=	20,000
RR Costs	=	20,000
		$1,033,210
40% E & C		413,790
		$1,447,000

RCBG

41,180 ft² @ $17	=	700,060
Walls	=	87,250
Handling Traffic	=	30,000
RR Costs	=	30,000
		$847,310
40%		338,690
		$1,186,000

RECEIVED
NOV 8 - 1967
FOR FILING
Maint
Equip. Comp
Spec.

November 3, 1967

Southern Pacific Company
324 Union Station
Portland, Oregon 97209

Attention Mr. E. A. Kendrew

Gentlemen:

Enclosed find ten glossy prints of the proposed railroad grade separation at 17th and Powell in the city of Portland.

If I can be of any further assistance, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

Encs.

cc: Forrest Cooper
R. L. Porter
F. D. Morgan
A. E. Johnson - Enc.

PROPOSED RAILROAD GRADE SEPARATION, 17th ST. & POWELL BLVD.

OREGON STATE HIGHWAY DEPARTMENT

OCTOBER 1937

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DEC 19 1967
FOR FILING

7741

December 18, 1967

Mr. Oglesby H. Young
General Attorney-Oregon Lines
Southern Pacific Company
800 Pacific Building
Portland, Oregon 97204

Dear Mr. Young:

Reference is made to your letter of December 6 requesting a representative of the State Highway Department to appear before the City Planning Commission during the first week of January 1968.

If you will advise the exact time and place, we will assign a Department representative to be in attendance.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe

FBK:srb fn

RECEIVED
DEC 8 - 1967

Southern Pacific Company

800 PACIFIC BUILDING, PORTLAND, OREGON 97204

FOR FILING
7741
OGLESBY H. YOUNG
GENERAL ATTORNEY-OREGON LINES

December 6, 1967

NOTED
R. L. PORTER

Forrest Cooper
State Highway Engineer
State of Oregon
Highway Department
Salem, Oregon 97310

Re: Proposed Grade Separations at 17th and Powell - Bybee Boulevard

Dear Mr. Cooper:

To keep you advised of our progress in this matter, I enclose herewith for you and each person receiving a copy of this letter, a pamphlet recently published by the Portland Freight Traffic Association. The pamphlet is being circulated to all rail shippers and receivers in the City of Portland.

As you have probably read in the newspapers, we are continuing to gain support for this project. The Southeast Portland Chamber of Commerce and several other groups in the Southeast Portland area have adopted resolutions supporting the proposal. The East Side Commercial Club of Portland has designated a superior group of men to study our project.

As I advised Mr. Porter on December 4, 1967, we will probably have hearings on this matter before the City Planning Commission during the first week of January, 1968. We would appreciate it if representatives of the Oregon State Highway Commission would be in attendance at the hearing before the Portland Planning Commission.

Very truly yours,

Oglesby H. Young

Enclosure

cc & encl: R. L. Porter
F. B. Klaboe
G. E. Rohde
Frank C. McKinney
Hon. William A. Bowes

RECEIVED
DEC 7 - 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Here's the Problem...

Today, in Southern Pacific's seriously congested Brooklyn Rail Yard in east-side Portland, there is a problem that affects our city as a major West Coast transportation-distribution center. Because of limited holding and storage tracks the Brooklyn Yard is unable to cope with Southern Pacific's dramatic increase in rail traffic through Portland. This is not a new problem. But now it has become critical. In brief, Portland has become a serious, costly bottleneck.

Not SP's Problem Alone...

This is not merely an operating problem of one railroad. The bottleneck at the Brooklyn Yard is causing costly delays to shippers and the increased expenses of the railroad are eventually born by shippers... receivers... and finally the general public. On a broader scale, unless Southern Pacific is allowed to build necessary passing and holding tracks at the south entrance of its facility, much rail traffic will be re-routed around Portland. The result would be loss of jobs and payrolls here.

A Good Solution Has Been Offered

Southern Pacific owns land which is ideal to provide for these passing and holding tracks. The property in question is unsuitable for any other use as it is bordered on the rear by present rail trackage and on the front by McLoughlin Boulevard. There is no access from McLoughlin Boulevard to this vacant property and none is planned. This property holds the answer to Portland's knotty rail service problem. Southern Pacific would use this property to "hold" additional cars which are now being "held out" of Portland.

This Would Not Be A Switching Yard...

It is important for residents near this area to fully realize that Southern Pacific does not intend to make a "switching yard" out of this property. Trains would merely be held for the time that required inspection and switching facilities become available at the main Brooklyn Yard. Also, residents should be relieved to know that the railroad plans to completely landscape the area making it eventually an invisible, sound-reduced transportation corridor. Their plan would, in fact, improve the present area.

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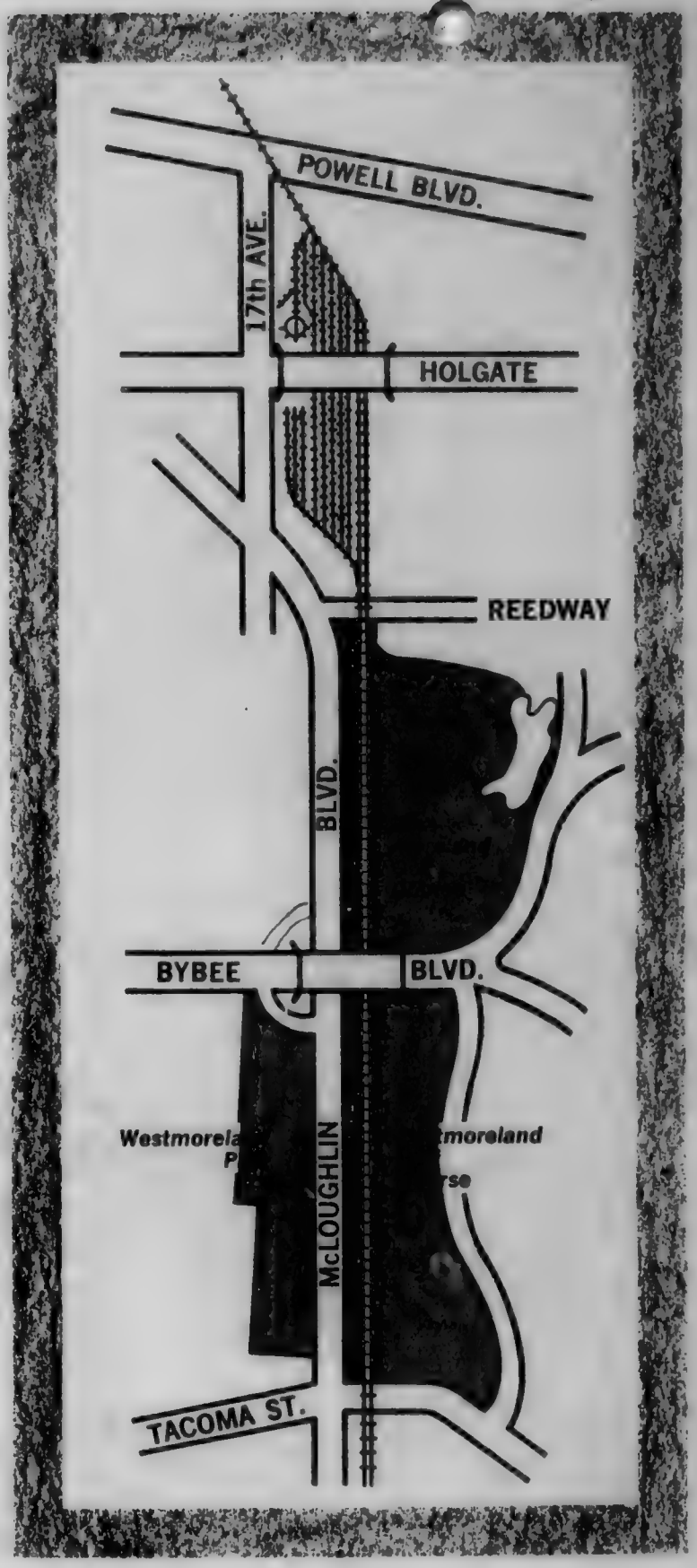

McLoughlin Boulevard. There is no access from McLoughlin Boulevard to this vacant property and none is planned. This property holds the answer to Portland's knotty rail service problem. Southern Pacific would use this property to "hold" additional cars which are now being "held out" of Portland.

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Will You Help Untie a KNOTTY Rail Service Problem?

Other Tremendous Public Benefits Would Follow...

Not only would Southern Pacific's plan enhance rail service . . . it would bring with it two vitally important civic and safety improvements. They, in themselves, would answer two of the biggest problems in our growing city...but problems the city has been unable to correct due to lack of funds. Included in Southern Pacific's plan would be:

Traffic bottleneck at 17th & Powell

1 A grade separation at 17th and Powell—one of the worst congested areas in the city—in part caused by the mainline operation of the Southern Pacific;

Proposed 17th & Powell separations

2 Construction of a longer, wider overpass with new on-off ramps at Bybee Boulevard for convenient movement of motor traffic for area residents.

New Bybee overpass, landscaping along McLoughlin

Your Voice Is Needed...

At present the only thing holding Southern Pacific back from improving its Portland facilities is a zoning restriction which happens to include the Southern Pacific property in question. For the greater good of the public —both the shipping public as well as the general public—the Portland Freight Traffic Association endorses Southern Pacific's plan and urges your whole-hearted support. Our entire community will be the biggest winner. You can help by making your support known to the Portland City Council. Write or call, City Hall, 228-6141.

A. R. Allen
General Manager
Portland Freight Traffic Association

Traffic bottleneck at 17th & Powell

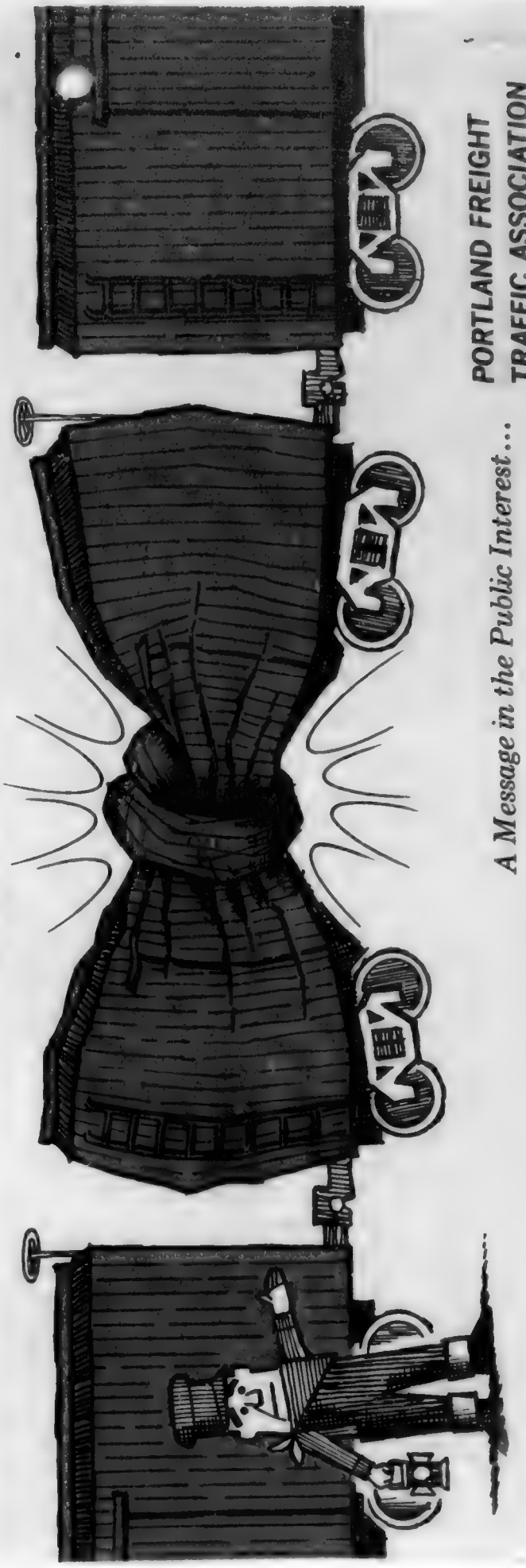
Proposed 17th & Powell separations

New Bybee overpass, landscaping along McLoughlin

Association endorses Southern Pacific's plan and urges your whole-hearted support. Our entire community will be the biggest winner. You can help by making your support known to the Portland City Council. Write or call, City Hall, 228-6141.

A. R. Allen
General Manager
Portland Freight Traffic Association

Will You Help Untie a KNOTTY *Rail Service Problem?*



A Message in the Public Interest...

PORTLAND FREIGHT TRAFFIC ASSOCIATION

Please file

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DEC 7 1967

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID E. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

77411

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

December 5, 1967

Mr. Oglesby H. Young
General Attorney
Southern Pacific Company
800 Pacific Building
Portland, Oregon 97204

Dear Mr. Young:

We have your November 24 letter requesting that this Department prepare a model of the proposed 17th and Powell overpass project. Such a model will probably cost in the neighborhood of $1200.

I believe one of the conditions of the suggested overall memorandum was that the Railroad and the State divide the preliminary engineering costs on a 50-50 basis. If Southern Pacific would be willing to underwrite 50 percent of the cost of the model construction, I will so recommend to the Highway Commission.

Very truly yours,

Forrest Cooper

Forrest Cooper
State Highway Engineer

So agreed Dec. 5, 1967
Southern Pacific Company
by Oglesby H. Young
Gen. Atty - Oregon Lines

NOTED
FORREST COOPER

Southern Pacific Company

800 PACIFIC BUILDING, PORTLAND, OREGON 97204

OGLESBY H. YOUNG
GENERAL ATTORNEY-OREGON LINES

November 24, 1967

Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Re: Grade Separation at 17th and Powell, Portland

Dear Mr. Cooper:

Commissioner Bowes and officials of the 17th and Powell Overpass Committee have requested that the Oregon State Highway Commission construct a model of the 17th and Powell Overpass. It is planned to display this model at a Southeast Portland Branch of the First National Bank, among other places.

Very truly yours,

Oglesby H Young

cc: Hon. William A. Bowes

Eugene J. Cleary, Jr.
Chairman, 17th and Powell
Overpass Committee

Jay R. Yockey, Treasurer
17th and Powell Overpass
Committee

Cost $1200
Time 1 month

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NOV 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 15 1968

FOR FILING

7741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 10, 1967

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

SUBJECT: 17th and Powell Interchange
Mount Hood Highway
City of Portland
Multnomah County

NOTED
FORREST COOPER

NOTED
R.L PORTER

NOTED
F.B. KLABOE

As requested Mr. Morgan, Mr. A.E. Johnson and I attended a meeting in the City of Portland Council Chambers at 10:00 a.m., November 9th. The purpose of the meeting was the presentation by the SPRR Company of a package deal for the improvement of the intersection at 17th and Powell, the reconstruction of the Bybee structure and added interchange legs on the east side of McLoughlin, and a zone change for a 6,000-foot strip of SP property running southerly from the Brooklyn Yards through the Bybee area.

Attached are clippings from the November 10 'Oregonian' which quite accurately describe the presentation. For your information I wish to comment that the description of the proposed work at each place was extremely sketchy, as in the article. The artist's conception of the 17th and Powell improvement could not clearly depict the more direct movements from Powell to 17th for the traffic to and from the city center and no mention was made of them. The impression could have been left with those present that this move could only be made by use of the 17th to 21st and 20th to 16th grade separation facilities.

Those present were primarily representatives of Southern Pacific, the press and the City. Paul Northrop and Jack Kalinoski of Multnomah County were present and a few private citizens who have been active in promoting an improvement in this area were in the audience. The plan seemed well received by the few present and no discussion occurred.

No explanations or descriptions were requested from us and in response to Mr. Bowes' inquiry as to any State Highway comments, Mr.

RECEIVED
NOV 10 1967

REFERRED TO
Porter - Cooper
BY ASST. STATE HWY. ENGR.

Morgan stated that upon receiving a copy of the railroad's proposal (which they have signed) the Commission would give it every consideration.

F.D. Morgan
Construction Engineer

By
for A. D. Olson
Urban Engineer

ADO:jr
Attach

SP Offers Plan To Solve Powell Traffic Woes

Southern Pacific Railroad presented a $4.5 million traffic package to the City of Portland Thursday in an attempt to solve the problems of the SE 17th Avenue and Powell Boulevard grade crossing and Eastmoreland access to McLoughlin Boulevard.

SP Attorney Oglesby Young outlined the railroad's position for the City Council, Multnomah County Commission and State Highway Commission and at the same time offered to pick up about $2 million of estimated costs.

In exchange, SP will get a zone change for its 6,000-foot McLoughlin strip, allowing the railroad to use land it has owned for 40 years, and permitting improved movement through the Brooklyn Yard.

The problem, as defined by Young, was that the present yard has no parking tracks and trains often have to be held in Klamath Falls and Salem because Brooklyn is jammed. SP proposed to build parking tracks adjacent to McLoughlin, and also to screen the tracks on both sides by planting 12,000 feet of cedar trees.

The proposal calls for adoption of an Oregon Highway Commission plan to elevate both SE 17th Avenue and SE Powell Boulevard over the SP right-of-way.

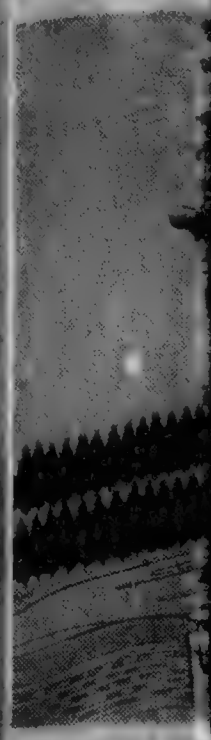
The railroad also wants to improve access on McLoughlin Boulevard from Eastmoreland at the Bybee Street overpass.

To accomplish this, SP would contribute $1 million for construction of ramps off the viaduct's east end, one merging traffic into northbound lanes and the other southbound.

Additional details on page 3B.

thern Pacific Negotiations With City On C

LONG TROUBLESOME Southern Pacific Railroad crossing at SE Powell Boulevard and 17th Avenue, will be thing of the past when new program is finished, elevating both 17th Avenue and Powell over tracks, as this drawing shows. SP made $4.5 million traffic package offer to Portland for two projects.



ALSO IN PR parking track to be screene

By ANDREW MERSHON
Staff Writer, The Oregonian

After nearly three years of negotiation, agreement on what to do with Southern Pacific's trains may be very near.

SP Thursday presented a package proposition to the City of Portland, outlining an estimated $4.5 million traffic solution to the problems of two critical grade crossings: SE 17th Avenue and Powell Boulevard and SE Bybee Street and McLoughlin Boulevard.

SP's plan, drawn in conjunction with the city and Multnomah County engineering departments as well as the Oregon State Highway Commission, calls for elevated crossing at the railroad right-of-way at 17th and Powell and a realignment of traffic movement along 17th.

Problem Different

SE 17th traffic would be split into a couplet using 16th and 17th north of the SP tracks and 20th and 21st to the south. Southbound traffic would use 17th to 21st and northbound 16th to 20th.

Powell would also be elevated for a distance of eight to 10 blocks.

The problem at Bybee is somewhat different.

Eastmoreland for years has been denied access to McLoughlin inbound to Portland and southbound to Oregon City. SP would construct a parallel ramp to McLoughlin, merging traffic in both directions off the east end of the overpass.

In exchange for SP's heavy participation in the projects, the railroad gains a number of advantages.

Most important of these is an increase in car-holding capacity at the Brooklyn Yard, located just east of McLoughlin and west of Eastmoreland's swank residential area.

SP wants a zone change, the first step in implementing the agreement, to allow the company to install holding and passing tracks in the 6,000-by-135-foot strip it has owned parallel to McLoughlin for 40 years. It is presently zoned for single-family residences.

Complications Seen

Young said trains often have to be held in Salem and Klamath Falls because the yard "simply can't handle any more traffic." He said this results in costly manpower delays, not only for SP, but for cargo handlers on the Portland docks and for warehouses throughout the city.

Further complications arise because SP has its northern terminus at Portland and all trans-shipping and switching of cars from SP to other lines must take place in Brooklyn Yard.

This often means that Union Pacific and Great Northern get their own yards jammed because they can't get into Brooklyn, he said.

The railroad will screen the new tracks with 12,000 feet of incense cedars, Young promised.

The second concession SP wants from the city is vacation on SE Reedway Street where it crosses the railroad property to McLoughlin. Young said, while the street is unimproved, it has started generating truck traffic and is creating a hazard.

Plans will be referred to the Portland Planning Commission next week for its evaluation and report back to Commissioner William A. Bowes.

Bowes estimated that re-

port would be finished in four to six weeks. When it comes back the City Council will hold a public hearing on the proposal and receive remonstrances.

Young pointed out that this year, "for the first time," Southern Pacific will move 1,000,000 cars through Portland. "Each and every one has to use 17th and Powell," he said, "to get to the docks or to interchange with other lines."

Expansion Needed

He added that the company's inability to develop and expand the Brooklyn yard has cost the city "hundreds of thousands of dollars in railroad payroll over the years because we had to move some of our operations to other places."

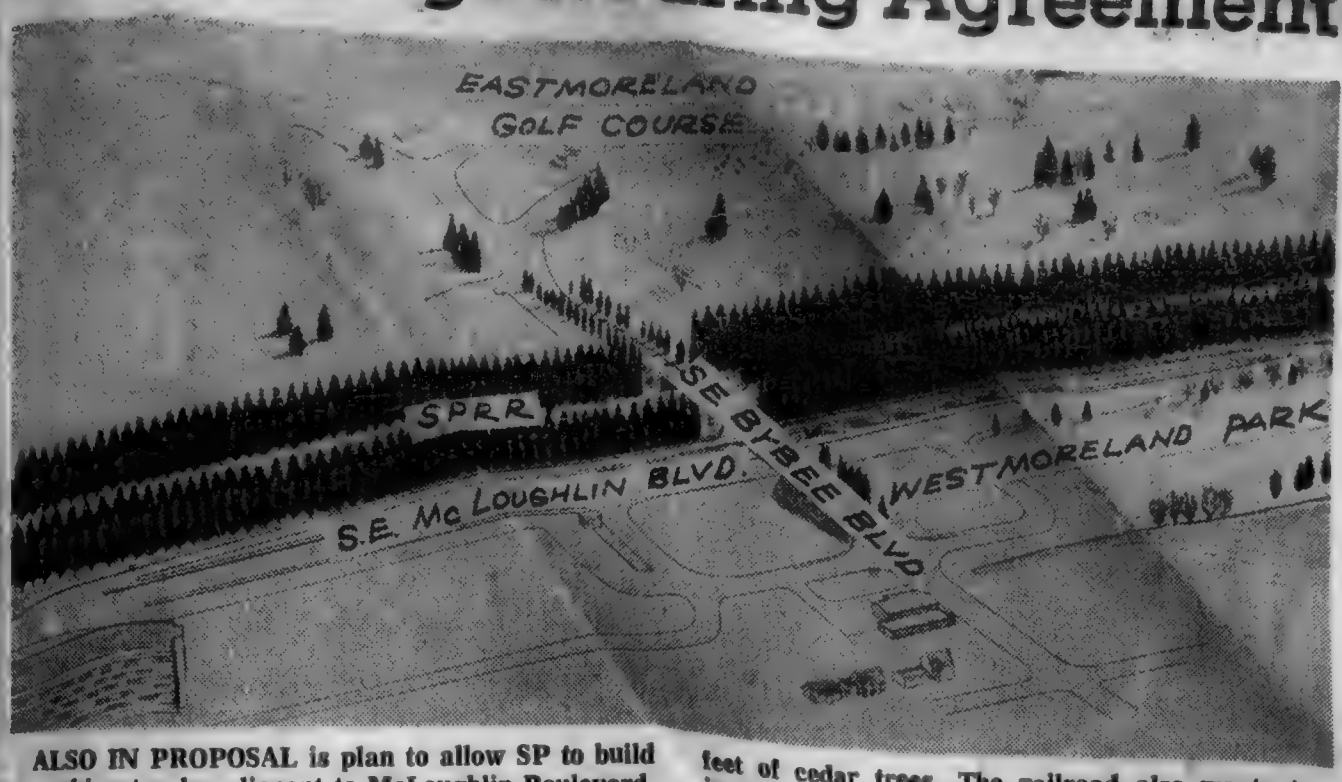
SP employs about 400 men at the Brooklyn facility.

Bowes explained that all dollar estimates "are very rough" at this stage, and "because we don't know how much this will cost, the best we could do was work out a percentage agreement with the railroad."

Bowes said Multnomah County has agreed to pick up half the city's cost in the

With City On Crossings Nearing Agreement

Powell over
$4.5 million
wo projects.



ALSO IN PROPOSAL is plan to allow SP to build parking tracks adjacent to McLoughlin Boulevard, to be screened on both sides by planting of 12,000 feet of cedar trees. The railroad also wants to improve access on McLoughlin Boulevard from Westmoreland at the Bybee Street overpass.

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ner William A.

nated that re-

port would be finished in four to six weeks. When it comes back the City Council will hold a public hearing on the proposal and receive remonstrances.

Young pointed out that this year, "for the first time," Southern Pacific will move 1,000,000 cars through Portland. "Each and every one has to use 17th and Powell," he said, "to get to the docks or to interchange with other lines."

Expansion Needed

He added that the company's inability to develop and expand the Brooklyn yard has cost the city "hundreds of thousands of dollars in railroad payroll over the years because we had to move some of our operations to other pices."

SP employs about 400 men at the Brooklyn facility.

Bowes explained that all dollar estimates "are very rough" at this stage, and "because we don't know how much this will cost, the best we could do was work out a percentage agreement with the railroad."

Bowes said Multnomah County has agreed to pick up half the city's cost in the project.

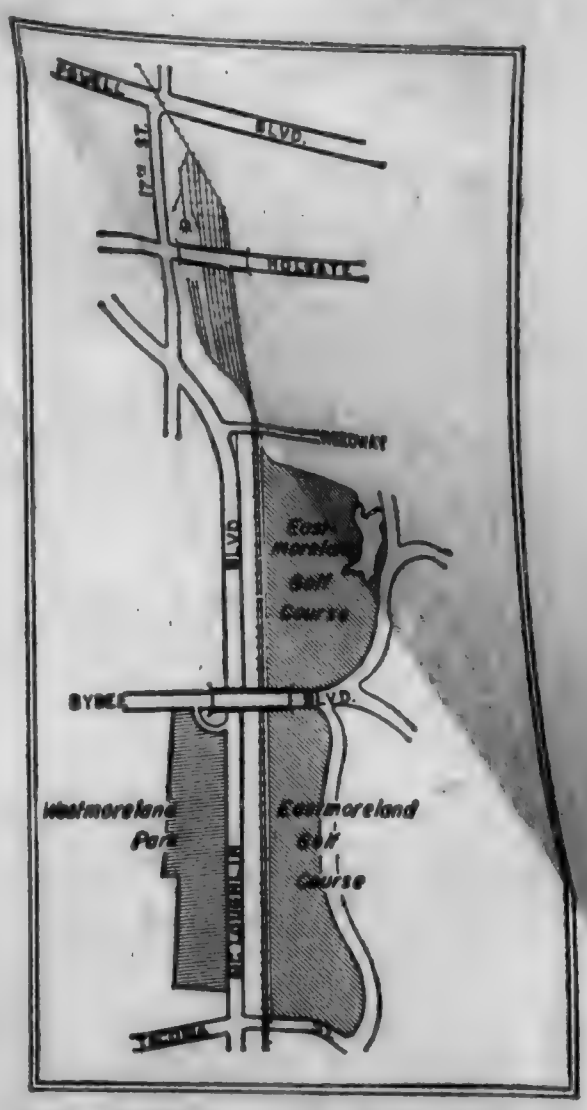
At 17th and Powell, the city (and county) will pay 25 per cent of the grade separation; SP and the Highway Commission are to pay 37.5 per cent each.

The state was to rebuild the Bybee overpass to accommodate its six-lane widening now under way. SP has asked the overpass be completely rebuilt, rather than lengthening.

SP has proposed the state pay all of the rebuilding costs up to the east side of McLoughlin as it now exists and also 66 2-3 per cent of the overpass extension to accommodate the new yard construction in the SP strip. SP would pay one-third of this extension and for all the cost of constructing north and southbound ramps.

The railroad will also stand the cost of screening and landscaping.

Young emphasized that no one is committed to the proposal, "except the Southern Pacific Company." SP, however, reserved the right to withdraw its offer in the event construction is not started at 17th and Powell and the Bybee overpass by Jan. 1, 1969.



MAP SHOWS present configuration of streets in vicinity of SE Bybee Boulevard overpass which Southern Pacific has asked to rebuild. SE Reedway Street would be vacated under SP plans for area. SP would like to add holding trackage in area between present track and McLoughlin boulevard.

RECEIVED
OCT 27 1967
FOR FILING

7741

October 26, 1967

Mr. Oglesby H. Young
General Attorney-Oregon Lines
Southern Pacific Company
300 Pacific Building
Portland, Oregon 97204

Dear Mr. Young:

Re: Highway-Railroad Grade Separation
17th and Powell, City of Portland

Thank you for your letter of October 20 notifying us that the Southern Pacific Company plans to file a Memorandum of Understanding with the City Auditor in the near future.

As promised, we have prepared the artist's sketches and I am having them hand delivered to your office.

If we can be of any further assistance in this matter, please advise.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:sro

cc: Forrest Cooper
R. L. Porter
Victor D. Wolfe-6256

Southern Pacific Company

800 PACIFIC BUILDING, PORTLAND, OREGON 97204

.6256

OCT 24 67

OGLESBY H. YOUNG
GENERAL ATTORNEY-OREGON LINES

October 20, 1967

CONFIDENTIAL

Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Building
Salem, Oregon 97310

Re: Highway-Railroad Grade Separation

Dear Mr. Cooper:

I have again met with Commissioner Bowes about this matter. Southern Pacific Company plans to file the proposed Memorandum of Understanding with the City Auditor, giving a copy of our letter and the proposed Memorandum to the mayor during the first half of November.

As of this writing we are not certain when the mayor will be available. We hope to have a press conference. You are cordially invited to attend. I will notify you of the exact date and time, after hearing from Commissioner Bowes.

Would you please forward the artist's sketches of the proposed grade separation at 17th and Powell Boulevard at your earliest convenience. As you may know, representatives of Southern Pacific Company have been meeting with groups of businessmen, explaining this project. We are most anxious to have an artist's sketch of the grade separation to display at the next few meetings we have scheduled.

Thank you for your continued cooperation in this matter.

Very truly yours,

Oglesby H. Young

Porter

Hunter

RECEIVED
OCT 23 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
OCT 12 1967
FOR FILING
7741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 9, 1967

SUBJECT:

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

In a recent telephone conversation with Mr. Versteeg of the Metropolitan office, it was learned that Mr. Paul Northrop told Mr. Versteeg in passing that Multnomah County will have sufficient funds by July 1 of next year to cover their share of the costs of the projects at 91st to Sandy and at 17th and Powell.

Coast. Proj. mgr. Portland

This information is being passed on to you for what ever value it may be.

F.D. Morgan
Construction Engineer

NOTED
F.B. KLABOE

By
D.N. Stoudenmeyer
Assistant Urban Engineer

DNS jr
cc: A.E. Johnson

RECEIVED
OCT 9 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 25 1967
FOR FILING
7741

September 22, 1967

RAILROAD COMPANIES
FILE No. 691

Mr. Oglesby H. Young
General Attorney
Southern Pacific Company
800 Pacific Building
Portland, Oregon 97204

Dear Mr. Young:

In line with your September 21 request, enclosed are the triplicate originals of the proposed tri-party agreement between the Southern Pacific Company, the City of Portland, and the Highway Commission relative to the 17th and Powell and Bybee Avenue grade separations.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
enc.

bc Forrest Cooper/att
F. B. Klepee/att
Victor D. Wolfe
Frank McKinney/att

Note: The returned agreement was signed by the Southern Pacific but not by the Highway Commission.

RECEIVED
SEP 25 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

600 PACIFIC BUILDING, PORTLAND, OREGON 97204

OGLESBY H. YOUNG
GENERAL ATTORNEY-OREGON LINES

September 21, 1967

Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Building
Salem, Oregon 97310

Re: Highway-Railroad Grade Separation

Dear Mr. Cooper:

Please return to me the triplicate original forms of tri-party agreement signed by officers of Southern Pacific Company in connection with grade separations in the vicinity of Eastmoreland.

Pursuant to the request of Commissioner Bowes, I have redrawn the first page and will entitle the document "Memorandum of Understanding." I talked with Commissioner Bowes after our long distance telephone conversation of September 19, 1967. I am pleased that we are all apparently in accord as to the provisions of the agreement.

We will continue to work on the mechanical problem of publicly announcing the matter.

Very truly yours,

Oglesby H. Young

RECEIVED
SEP 22 1967
OFFICE OF
STATE HIGHWAY ENGINEER

SEP 22 1967

77441

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
September 21, 1967

SUBJECT:

To: MEMO TO THE FILE

On Monday, September 18, a meeting was held in Commissioner Bowes' office concerning the tri-party agreement between the State, City and the Southern Pacific Railroad Company concerning the 17th and Powell and the Bybee overcrossing proposals. Attending the meeting were: Commissioner Bowes and Alexander Brown representing the City of Portland; Oglesby Young, Ted Kruttschnitt, A. W. Kilborn and H. K. Koberstein representing the Southern Pacific Company and Forrest Cooper and F. B. Klaboe representing the State Highway Department.

Commissioner Bowes opened the meeting with the statement that the City of Portland would not sign the agreement until they had acted on the Railroad's petition for a zone change in the Bybee vicinity. He advised those present that to handle the matter otherwise would surely leave the Council open for criticism on the basis that they had prejudged the zone change prior to presenting it to the public. Mr. Cooper backed up the Commissioner's position.

Oglesby Young made quite a sirring speech on the background of this matter going back almost two years. He ended up with a plea to Mr. Cooper that the State Highway Department at least sign the agreement and return it to the Southern Pacific Company so that they could present an agreement signed by two parties to the City along with their petition for a zone change. He felt that this would bolster the Railroad's position at that time.

After considerable discussion, Mr. Alexander Brown joined the Railroad in requesting that the State sign the agreement. Subsequent to this, Commissioner Bowes joined the Railroad and also requested that the State Highway

Department sign the agreement. He did make a stipulation to the Railroad that the name of the document be changed from "Agreement" to "Memorandum of Understanding". After several other possibilities were explored, Mr. Cooper advised those present that he would confer with the Chairman of the Highway Commission advising him of the Railroad's and City's opinion on the matter.

The meeting shortly concluded with the understanding that Mr. Cooper would follow through with his promise and advise those present of the outcome.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter

P. S. Prior to our meeting with the Southern Pacific Company, we did discuss with Commissioner Bowes the City's proposal to contribute City-owned land plus $40,000 for the Bybee overcrossing plan. Commissioner Bowes reaffirmed the City's intention to make this contribution.

FBK

RECEIVED
SEP 5 - 1967
FOR FILING
7741

SP*23811-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

September 1, 1967

SUBJECT: 17th and Powell Boulevard
Mt. Hood Highway
Multnomah County

To:

Mr. A. B. Johnson
Metropolitan Engineer
5821 N. E. Glisan Street
Portland, Oregon

As discussed, I am enclosing two copies of the L-2 plan (1963) for the interchange complex at the crossing of the SPRR at approximately 17th and Powell Boulevard. Also enclosed is a copy of a "Fowler plan" for a portion of the area covered by the L-2 plan.

You will note that the L-2 plan indicates cul-de-sacs for 19th Avenue (and Franklin Street) and Pershing Street rather than maintaining circulation. This will have to be worked out with the City, and some study has been done of pushing relocated Powell Boulevard northerly at 18th Avenue and running a frontage street to 19th to give circulation to 19th Avenue and Franklin Street. Possibly extending 19th Avenue to S. E. Pershing Street will be necessary to give some circulation to Pershing--or possibly such a connection between Franklin and Pershing and cul-de-sacs on 19th Avenue and on Pershing as shown would be satisfactory.

In any event, these details will need to be worked out with the City before the final design is completed. I have no idea of when, or if, an agreement between the SPRR, City of Portland, and the State will be reached so that the survey and design work will be undertaken.

F. D. Morgan
Construction Engineer

NOTED
F. B. KLABOE

By A. D. Olson
A. D. Olson
Urban Engineer

RECEIVED
SEP 1 1967
OFFICE OF
STATE HIGHWAY ENG

ADO:jr
Enclos.

cc: F. B. Klaboe

RECEIVED
MAR 28 1968
FOR FILING

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

7741

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
J. A. HOLMES
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
T. H. KRUTTSCHNITT, JR.
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

August 29, 1967

IN REPLY PLEASE REFER TO
911700/311

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Sir: Attention: Mr. R. L. Porter
Deputy State Highway Engineer.

This is in answer to your letter of August 25, about the 17th and Powell and Bybee Boulevard Grade Separations in Portland.

Inasmuch as our proposed Letter Agreement of May 8 was of primary interest only to the Highway Department and Southern Pacific, we did not think your present negotiations with the City of Portland would preclude your acceptance of it. If you wish to defer such action until you have made arrangements with the City, we have no objections but for reasons with which you are familiar, we certainly hope these negotiations will be concluded at an early date.

In respect to the last paragraph of your letter, it was our understanding that the Highway Department would proceed with design work on these two projects and the inquiry in the last paragraph of our letter of August 14 was to solicit a brief report on the status of such work by your Department.

Yours very truly,

H. M. Williamson

RECEIVED
AUG 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. PORTER

August 25, 1967

Mr. H. M. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Attention: Mr. T. H. Kruttschnitt, Jr.

Dear Sir:

Reference is made to your August 14 letter concerning preliminary engineering costs that will be incurred in connection with the 17th and Powell and the Bybee Boulevard grade separations in Portland. We apologize for not replying sooner to your previous letter but we had hoped by this time to have something definite from the City of Portland.

As you know, the proposed agreement does not call for the City of Portland to provide monetary assistance at Bybee Boulevard. The Highway Department is agreeable to this provision but we stated that we had a verbal secondary understanding with the City that it would make some contribution. So far, the matter is still verbal although we believe that eventually we can get some assistance from the City as an offset to State funds that are required at this location. Until this is accomplished, it seems premature to execute the May 8 letter agreement.

In the interim, if there is anything further we should be doing or if you wish to discuss the matter, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc:
Forrest Cooper
F. B. Klaboe - with file
Victor D. Wolfe
G. E. Rohde
F. D. Morgan
T. W. Litchfield
A. E. Johnson

RLP:ms
cc Mr. A. W. Kilborn

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

August 14, 1967

IN REPLY PLEASE REFER TO
911700/311

Mr. Forrest Cooper (2)
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Sir: Attention: Mr.Fred Klaboe
Deputy State Highway Engineer.

Our letter to you of May 8 was intended to formalize a tentative agreement as to the sharing of preliminary engineering costs incurred in connection with the proposed grade separations at 17th and Powell and at Bybee Boulevard in Portland.

If that letter is in accordance with our earlier understandings, we would very much appreciate your signing the duplicate copy and returning it to me.

We would also be most appreciative if you would give us a brief report indicating the status of your engineering work on the two separations.

Yours very truly,

H. M. Williamson
HMK

RECEIVED
AUG 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 50M 10-65

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1967

B.U. 5-15

SUBJECT: Southern Pacific Agreement
Overcrossings at S. E. 17th & Powell and Bybee

To: Mr. R. L. Porter
Deputy State Highway Engineer

B u i l d i n g

On May 2 I forwarded you copies of the proposed agreement sent to me by Oglesby Young on behalf of Southern Pacific with the request that we approve as to form.

On May 8 Mr. Young wrote me, enclosing a revised agreement. Attached hereto are copies of the revised agreement with the changes noted.

I do not wish to inform Mr. Young of any approval as to form until such time as the agreement is acceptable to you as to context.

Mr. Young indicated that some railroad official and Mr. Cooper had corresponded on this matter. He likewise advised the railroad is very desirous that the Highway Commission approve the agreement at its next meeting so the project can be commenced at the earliest possible date.

Frank

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
attachments

cc: F. B. Klaboe
G. E. Rohde

RECEIVED
MAY 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
B. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

May 8, 1967

IN REPLY PLEASE REFER TO
911700/311

Mr. Forrest Cooper (2)
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Sir: Attention: Mr. Fred Klaboe
Deputy State Highway Engineer.

This will supplement our letter of April 11, 1967 in connection with the proposed grade separations at 17th and Powell and at Bybee Boulevard in Portland.

The proposed three-party agreement, a draft of which you have, will provide that in computing the cost of any item, any preliminary engineering costs incurred by any of the parties shall be included. It will also provide for termination by any party in the event certain things are not accomplished by an agreed date.

During meeting in your office on April 7, you stated that the Oregon Highway Department would expect to recover a part of its preliminary engineering costs should the agreement be terminated prior to consummation of the construction contemplated.

We therefore propose that should the construction of the two grade separations fail to materialize and the three-party agreement be terminated, the State and Southern Pacific shall lump their respective preliminary engineering costs and divide the total on a 50-50 basis.

RECEIVED
MAY 11 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Mr. Forrest Cooper May 8, 1967

If this is in accordance with our understanding and agreeable to the Oregon Highway Department, please so indicate by signing the enclosed copy of this letter and return it to me.

Yours very truly,

H M Williamson
Re

ACCEPTED THIS 23 DAY OF
Aug, 1967 ON BEHALF
OF THE OREGON HIGHWAY DEPART-
MENT. R. L. Pat
BY Dep State Hwy. Engr.
(TITLE)

FORM E-30 30M 10-65 SP*23401.734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 2, 1967

To: Mr. R. L. Porter
Deputy State Highway Engineer

SUBJECT: Grade Separation - 17th and Powell
Bybee Boulevard

Building

In compliance with our discussion, please find attached hereto a copy of an agreement I received by mail yesterday from Oglesby H. Young for approval as to form. Mr. Young also visited my office to obtain our opinion as to whether or not the agreement was satisfactory. He informed me the agreement had been approved by the city of Portland and Southern Pacific Company.

Except for matters beyond my knowledge as to context, the agreement appears to be satisfactory as to form with the exception of two items which might be clarified.

On page 4, section II under item 4, the agreement provides that the railroads will pay for "ramps connecting the northbound lanes of McLoughlin Boulevard with Bybee Boulevard." It is my understanding they are to build an off-ramp and an on-ramp. While the word "ramps" is plural, the agreement would be clarified if the terms "off" and "on" were used. This is probably not serious, inasmuch as the final plans should show what construction the railroad is to do.

On page 5, section VI under PLANS AND SPECIFICATIONS, the last sentence of the section provides that the easements to be granted by the railroad to the city or state will be on the railroad's "usual terms and conditions". Southern Pacific is presently in the process of revising its usual easement agreements and, after studying an early draft of the same, we find there are a few conditions that may be objectionable. Before signing the agreement we should determine if we will be obtaining any easements from the railroad. If so, what will be the terms and conditions of such easements?

Also attached is a copy of letter from Mr. Young and a copy of Mr. Young's letter to Marian Rushing.

If you will advise me of any other changes or alterations you desire, I will inform Mr. Young of your suggestions. If I can be of any further assistance, please notify me.

Frank

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
attachments

cc: F. B. Klaboe
G. E. Rohde

RECEIVED
MAY 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

ESTIMATE

BYBEE BOULEVARD GRADE SEPARATION REPLACEMENT

STATE ESTIMATE - MARCH 16, 1967

	State	City/County	Railroad	Total
1. Westerly of Easterly R/W McLoughlin Blvd.				
Grade, Pave, Structure, Detour and Removal of Existing Structure, 100% State	200,000	- - - -	- - - -	200,000
2. Easterly of said Easterly R/W				
Grade, Pave, Structure, Detour and Removal of Existing Structure, 1/3 State, 1/3 City/County, 1/3 Railroad	120,000	120,000	120,000	360,000
3. On and Off Ramps				
Grade, Pave, Structure, Detour and Removal of Existing Structure, 100% Railroad	- - - -	- - - -	650,000	650,000
TOTALS	320,000	120,000	770,000	1,210,000

1,162.5
320.0
1,482

COMMISSIONERS
GLENN L. JACKSON, CHAIRMAN
MEDFORD
DAVID B. SIMPSON, MEMBER
PORTLAND
FRED W. HILL, MEMBER
HELIX

STATE OF OREGON
STATE HIGHWAY DEPARTMENT
SALEM 97310

June 30, 1967

Mr. Hillman Lueddemann
6208 S. E. 29th Avenue
Portland, Oregon

Dear Lueddie:

Some time ago, you contacted me concerning Lots 7 and 8, Block 2, Smith Subdivision, in the vicinity of 17th and Powell in Portland.

We have not forgotten you nor your problem but have as yet been unable to make any determination concerning the matter because of delays beyond our control. As soon as we have anything concrete, we will advise you.

Kindest regards,

Original signed
Forrest Cooper

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe (with file)
Victor D. Wolfe

RECEIVED
MAY 2 1972
FOR FILING

7741

Marie: RV
Please
RLP

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 29, 1967

SUBJECT: Southern Pacific-Portland-Highway Agreement
Grade Separation - 17th & Powell
Eastmoreland Transportation Corridor

To: Mr. R. L. Porter
Deputy State Highway Engineer

Building

Please find attached hereto triplicate original forms of the above agreement which have been executed by Southern Pacific Company and approved as to form by Mr. Rohde. Also attached is Mr. Oglesby Young's letter on this subject.

When approved by the Commission would you please return them to me and I will forward them to Mr. Young, attorney for Southern Pacific.

In discussing this matter with Mr. Young by phone on June 28, he informed me that they would like to have them returned and executed by the City prior to the public hearing on the widening of McLoughlin Boulevard, which I understand is to be on or about July 17 and 18.

Frank

FRANK C. McKINNEY
Assistant Counsel

FCMcK:ks
attachments

cc: G. E. Rohde

Southern Pacific Company

800 PACIFIC BUILDING, PORTLAND, OREGON 97204

IN REPLY PLEASE REFER TO

McCOLLOCH, DEZENDORF & SPEARS
GENERAL ATTORNEYS

June 26, 1967

RECEIVED
JUN 27 1967
LEGAL & RIGHT OF WAY

NOTED
F. C. McKINNEY

NOTED
JACK L. SOLLIS

George E. Rohde, Chief Counsel
Oregon State Highway Department
Salem, Oregon 97310

Attention: Frank C. McKinney
Asst. Chief Counsel

Re: Grade Separation at 17th and Powell
Eastmoreland Transportation Corridor

Dear Sir:

Enclosed herewith are triplicate original forms of agreement signed by Messrs. W. M. Jaekle and T. F. Ryan, Vice President and Assistant Secretary, respectively, of Southern Pacific Company, and approved as to form. The enclosed triplicate forms of agreement incorporate the slight changes suggested by your office.

Pursuant to the suggestion of Commissioner William A. Bowes of Portland, I spoke with Mr. Glenn Jackson, Chairman of th Oregon State Highway Department, about this project prior to the June meeting of the Commission.

After the triplicate forms of Agreement have been signed by appropriate officials on behalf of the Oregon State Highway Department, would you please return all three forms so that I may present them to the officials of the City of Portland for approval. A photocopy of the triplicate forms of Agreement is enclosed for your file.

Very truly yours,

McCOLLOCH, DEZENDORF & SPEARS

By Oglesby H. Young

Enclosures

RECEIVED
MAY 22 1972

FOR FILING

7741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

May 29, 1967
Salem, Oregon

To: Memo to File

SUBJECT:

See Conf File
4-7-67
4-6-67

NOTED
F B KLABOE

Commissioner Bowes telephoned on May 9 and said that the City of Portland would put up $40,000 toward the Bybee Avenue railroad structure. I asked him to furnish us a letter stating this and we would then sign the agreement. I understood him to say that such a letter would be forthcoming shortly.

I called the City May 23 and talked to Carl Wendt who said that the Commissioner is in Europe but upon his return the matter would be brought to his attention. Mr. Wendt seemed to think that the City would approve this proposition.

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe

NOTED
F. B. KLABOE

RECEIVED
MAY 22 1972

FORM E-30 SOM 10-65 SP*23401-734

FOR FILING

7744
5-89

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 15, 1967

SUBJECT: Easement Form
Southern Pacific Company
Grade Separation Structure
17th and Powell and Bybee Blvd.
Portland

To: Mr. F. B. Klaboe
Asst. State Highway Engineer

B u i l d i n g

L

1663

I have reviewed the proposed easement form as submitted by Mr. Williamson of the Southern Pacific Company and find that it is acceptable as to legal form with the exception that in paragraph 8, page 2, there should be added after the word "Railroad" on line 2 - "as described herein".

If the easement is changed as above set out, it will be acceptable as to legal form. It should be noted however that the Southern Pacific Company has submitted on another pending project a different easement form and they should be advised specifically that the form presented with Mr. Williamson's letter is the exact form we are referring to.

The other project on which they have submitted a different form is the grade crossing we are reconstructing on the Holmes Gap-Baskett Slough Section of Pacific Highway West.

Jack L. Sollis
JACK L. SOLLIS
Utilities & Railroad Attorney

JLS:ja
Attachment

cc: G. E. Rohde
Frank C. McKinney
T. W. Litchfield

B/up
Let's discuss when we receive letter from Bowers

RECEIVED
MAY 16 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

May 11, 1967

NOTED
JACK L. SOLLIS

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

RECEIVED
MAY 15 1967
LEGAL & RIGHT OF WAY

IN REPLY PLEASE REFER TO
911700/311

RECEIVED
MAY 15 1967
LEGAL & RIGHT OF WAY

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Sir:

Attention: Mr. Fred Klaboe
Deputy State Highway Engineer.

This is in further reference to the proposed Agreement covering construction of grade separations at 17th and Powell and Bybee Boulevard in Portland.

Section VII of the latest draft provides that Southern Pacific will grant certain easements without monetary consideration and on its usual terms and conditions. Mr. Frank C. McKinney, Assistant Counsel of the Oregon Highway Department, recently made a request on our Mr. Oglesby H. Young, in Portland, that we send you a sample copy of our usual form of such easement.

Attached herewith is such a sample copy. You will note, that it is practically identical to one we recently entered into dated March 6, covering the Wren Overcrossing on the Corvallis - Newport Highway in Benton County.

Yours very truly,

H M Williamson
Jr

Attach.

RECEIVED
MAY 15 1967
OFFICE OF
STATE HIGHWAY ENGINEER

THIS INDENTURE, made this _____ day of _____, 19___, by and between SOUTHERN PACIFIC COMPANY, a corporation of the State of California, herein called "Railroad", and STATE OF OREGON, by and through its State Highway Commission, herein called "Grantee";

WITNESSETH:

1. That Railroad hereby grants to Grantee, subject to the reservations, covenants and conditions herein contained, the right to construct, reconstruct, maintain and use a highway by means of an overpass, hereinafter termed "highway", upon and across the following described real property:

DESCRIPTION

1a. The rights herein granted are expressly limited vertically and shall not extend beyond a plane parallel with and twenty (20) feet above the roadway surface of the highway as originally constructed, except that lighting fixtures and similar highway appurtenances may extend above said plane, provided that any such facilities will be removed or rearranged within thirty (30) days after notification from Railroad that such facilities interfere with Railroad's intended use of the space above said plane.

1b. Any contractor performing work on the property herein described shall execute Railroad's standard form of contractor's agreement prior to commencing any work on Railroad's premises.

2. This grant is made subject and subordinate to the prior and continuing right and obligation of Railroad, its successors and assigns, to use all the property described herein in the performance of its duty as a common carrier and for that purpose there is reserved unto Railroad, its successors and assigns, the right (consistent with the rights herein granted) to construct, reconstruct, maintain and use existing and future railroad tracks, facilities and appurtenances and existing and future transportation, communication and pipe line facilities and appurtenances in, upon, over, under, across or along said property.

3. This grant is made subject to all licenses, leases, easements, restrictions, conditions, covenants, encumbrances, liens and claims of title which may affect said property and the word GRANT as used herein shall not be construed as a covenant against the existence of any thereof.

4. The rights herein granted to Grantee shall lapse and become void if the construction or reconstruction of said highway upon said property is not commenced within one (1) year from the date first herein written.

5. This grant shall not be construed as conveying or otherwise vesting in Grantee the right to install or the power to authorize the installation of any ditches, pipes, drains, sewer or underground structures, or the facilities of any telegraph, telephone or electric power lines in, upon, over, under, across or along said property, except as may be necessary for the maintenance of said highway, subject, however, to Oregon Legislative Enactments,

6. Grantee shall obtain any necessary authority and permission required to construct, reconstruct, maintain and use said highway upon said property from the governmental body or bodies having jurisdiction thereover.

7. Except as herein otherwise provided, Grantee shall bear the entire cost and expense of constructing, reconstructing and maintaining said highway upon said property. XXXX

532 S. W. SHERMAN ST.
[redacted]NUE, PORTLAND, OREGON 97201 · 226-4195

Kelley & Associates Engineers

April 26, 1967

Forrest Cooper, State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

copies 4-28-67
REFERRED TO
Morgan - George
BY ASST. STATE HWY. ENGR.
(Maps hand delivered)

Attn. Fred B. Klaboe, Deputy State Highway Engr

Re: Southern Pacific Co. - Brooklyn Station, Portland

(Sketches to George)

Dear Sir:

Pursuant to instructions from H. M. Williamson, Chief Engineer-System of Southern Pacific Company, in letter dated April 10, 1967, copy of which you have received, we are transmitting in person the following plans and material pertaining to

Item I - Grade Separation, S.E. 17th & Powell
Item II - Grade Separation, S.E. Bybee Blvd.
Item III - Floral Screening "Before" and "After

I. SE 17th & Powell Blvd.:

Dwg. No.	
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P-5	Proposed Profile Grade, SE 17th & Powell Blvd. Overcrossing Pacific Line, Main Line
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P-16	24-hr. Traffic Count at Intersection of SE 17th Ave. & S.E. Powell Blvd.
P-17	Present and Proposed Right-of-Way S.E. Powell Blvd. over Pacific Line, Main Line

NOTED
F. B. KLABOE

Return sketches to Kelly when we are through w/it

April 26, 1967
Southern Pacific Co.
Brooklyn Station,
Portland, Oregon

II. Bybee Blvd. at McLoughlin Blvd.

Drg. No.	
P-1	Existing Grade Separation, SE Bybee Blvd. Over & Across US 99E (McLoughlin Blvd.) & Existing Pacific Line, Main Line
P-2	Proposed Grade Separation, SE Bybee Blvd. Over & Across US 99E (McLoughlin Blvd.), Certain Trackage & Existing Pacific Line, Main Line
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P-5	Proposed Plan & Elevation, On & Off Ramps at Bybee Blvd.
P-1 (II-B-3)	1-ft. Contour & Topo from McLoughlin east to Eastmoreland Golf Links & from SE Reedway to SE Nehalem (24-ft. roll)

III. Renderings - Bybee Blvd

P-5	Bybee Blvd. Plan & Floral Landscaping (9 ft. & in 2 pieces)
P-6	Proposed Floral Screening- from Westmoreland looking southeasterly "Before" and "After" - Rendering & Photo
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P-8	Proposed Floral Screening - from Westmoreland looking Northeasterly. "Before" and "after" - Rendering & Photo

Respectfully submitted,

KELLEY & ASSOCIATES ENGINEERS

R. R. Kelley

RECEIVED
APR 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RRK:ts
Encl

CC H.M. Williamson, Chief Engr-System
San Francisco, Calif

8-2705

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

April 11, 1967

IN REPLY PLEASE REFER TO
911700/311

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Sir: Attention: Mr. Fred Klaboe
Deputy State Highway Engineer.

Please accept our thanks for you and Messrs. Porter and Klaboe joining Messrs. Koberstein and Kruttschnitt in the meeting last Friday, April 7, for a discussion of the proposed grade separations at 17th and Powell and Bybee Boulevard in Portland.

By letter of yesterday, copy of which Mr. Klaboe has, we have asked Mr. R.R. Kelley to furnish to you all of the available engineering data thus far prepared on the Bybee Boulevard project. The perspective rendering referred to in the first paragraph on page 2 of our letter was forwarded to Mr. Klaboe under separate cover today. We would like to retain this and after it has served your purpose, we would appreciate your notifying Mr. Koberstein in Portland and he will arrange to have it picked up.

We appreciate your offer to proceed with construction of a model of this proposal and we hope that the data Mr. Kelley will furnish you will give you everything you need. For the selling job which must ultimately be undertaken, we consider it quite important that this model include the tree screening which we propose to plant along both sides of our right-of-way.

We will write you further at an early date about your request that the engineering costs incurred by both the State and Southern Pacific be shared should the proposed agreement, which we sent you with our letter of February 28, be terminated as provided for in Section 9.

Yours very truly,

HM Williamson
cc: Porter
Morgan

4-13-67

NOTED
F. B. KLABOE

RECEIVED
APR 13 1967
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
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W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
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ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

April 10, 1967

NOTED
F.B. KLABOE

Porter 4-14-67

IN REPLY PLEASE REFER TO
911700/311

REFERRED TO
Morgan - Murdock - Crandall
BY ASST. STATE HWY. ENGR.

AIR MAIL - SPECIAL DELIVERY

Mr. R. R. Kelley
Kelley & Associates Engineers
532 S.W. Sherman Street
Portland, Oregon 97201

Dear Sir:

As a result of meetings last week with Officials of the City of Portland and Oregon Highway Department, the matters we have been considering in Portland appear to be shaping up as follows.

The type of separation at 17th and Powell will be similar to that illustrated on the State's Plan L-2 dated December 1963, a print of which was furnished to you with Mr. R.L. Porter's letter of December 28, 1965. Both the City and State prefer this plan to the one you have been working on which contemplates elevating the street intersection on an overhead structure. The State's present estimates indicate that Plan L-2 will be about one-half million dollars cheaper than the elevated intersection.

The Bybee Boulevard reconstruction will be planned substantially in accordance with your preliminary plans.

A Three Party Agreement now in the process of execution covering participation by the parties will specify that the State is to design and construct both of these grade separations. Mr. Klaboe has indicated that his Department will promptly undertake certain preliminary engineering in advance of final execution of the formal agreement.

We consider it extremely important that the future handling of this matter with the various City Departments would be greatly facilitated if we had models of what is proposed.

It is conceded that before modeling can commence of the 17th and Powell proposal, more definite plans will be necessary but it is felt that the preliminary plans you have prepared for the Bybee Boulevard proposal are sufficient to permit construction of the model to proceed and Mr. Klaboe has agreed to undertake this as soon as we furnish him all information developed to-date.

AIR MAIL - SPECIAL DELIVERY -2-

Mr. R. R. Kelley April 10, 1967

As the first order of business, will you please quickly send to Mr. Klaboe copies of all of the up-to-date planning work for the Bybee Blvd. Separation and the landscape screening. This should include but not be limited to the topographic map, structure plans, aerial photographs, architectural studies etc. We will send Mr. Klaboe direct the 18" x 36" colored and mounted prespective rendering which you transmitted to us on January 19, 1967. For obvious reasons, we would appreciate your sending this data as quickly as possible. Please send us a copy of your letter of transmittal, listing the items which you send Mr. Klaboe.

As a second order of business, please furnish Mr. Klaboe with such aerial photographs, topographic maps etc. as you have prepared at 17th and Powell. Please accompany them with a similar letter of transmittal.

It is the State's present intention that the Bybee Boulevard Model will have to include the proposed new ramps in order to be meaningful.

Yours very truly,

H. M. WILLIAMSON
Per R. C. N.

cc: Mr. Fred Klaboe
Deputy State Highway Engineer
Oregon Highway Department
Salem, Oregon

APR 13 1967

Southern Pacific Company

800 PACIFIC BUILDING, PORTLAND, OREGON 97204

OGLESBY H. YOUNG
GENERAL ATTORNEY—OREGON LINES

March 31, 1967

Honorable William A. Bowes, Commissioner
City Hall
Portland, Oregon

Dear Commissioner Bowes:

This will confirm arrangements for another meeting with representatives of Southern Pacific Company on Thursday, April 6, 1967, at 10:00 A.M. We understand that we are to meet in your office to discuss grade separations and related problems. Southern Pacific Company representatives in attendance will be Oregon Division Superintendent A. W. Kilborn, System Public Projects Engineer T. H. Kruttschnitt, Jr., and Projects Engineer of the Oregon Division H. J. Koberstein.

We understand that you will arrange for the presence of engineers representing the Oregon State Highway Commission, Multnomah County, and the City of Portland.

I am taking the liberty of forwarding a copy of this letter to Mr. Cooper so that his office will be advised of our meeting.

Very truly yours,

cc: Mr. Forrest Cooper

OGLESBY H. YOUNG

B/mp 8AM 4-6 by hand

RECEIVED
APR 3 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 28 1967
FORTLAND

532 S. W. SHERMAN ST.
1420 S.W. 12TH AVENUE, PORTLAND, OREGON 97201 · 226-4195

77-11

Kelley Associates Engineers

April 26, 1967

H-28-67
copies to Morgan - George
maps hand delivered
sketches to George

Forrest Cooper, State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Attn. Fred B. Klaboe, Deputy State Highway Engr

Re: Southern Pacific Co. - Brooklyn Station, Portland

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NOTED
F. B. KLABOE

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Sketches should be returned to Kelley when we are finished.

April 26, 1967
Southern Pacific Co.
Brooklyn Station,
Portland, Oregon

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Respectfully submitted,

KELLEY & ASSOCIATES ENGINEERS

R. R. Kelley

RECEIVED
APR 27 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RRK:ts
Encl

CC H.M. Williamson, Chief Engr-System
San Francisco, Calif

RECEIVED
APR 11 1967

4-10-67

7741

17th & Powell

TRANSMITTAL SLIP			DATE 4-10-67
COOPER	BRIDGE	OFFICE ENGR.	SHOPS
PORTER	CONSTRUCTION	PARKS	SIGNS
EDWARDS	COUNTY AND CITY	PERMITS	TRAFFIC
SHAW	DATA PROCESSING	PERSONNEL	TRAVEL
KLABOE	LABORATORY	PUBLIC RELATIONS	WEIGHMASTER
WOLFE	LEGAL	RADIO	FILES
SIPPRELL	MAINTENANCE	RIGHT OF WAY	MAIL
ACCOUNTING		SECRETARY	DIVISION ☐

ATTENTION: Porter

FROM: B.P.R. OREGON DIVISION

ACTION

☐ NOTE AND FILE	☐ PREPARE REPLY FOR MY SIGNATURE
☐ NOTE AND RETURN TO ME	☐ TAKE APPROPRIATE ACTION
☐ RETURN WITH MORE DETAILS	☐ PER YOUR REQUEST
☐ NOTE AND SEE ME	☐ SIGNATURE
☐ PLEASE ANSWER	☒ FOR YOUR INFORMATION
☐ FOR YOUR APPROVAL	☐ INVESTIGATE

COMMENTS Re 17th & Powell —

also under IM 21-7-67 page 3 indicates possibility of "pilot project" relaxing some of the requirements. But the "type 2" system would have to include CBD, Powell and other important radials as a minimum.

T Dev

OSHD E 100X REV. (4-66)
SP°F224

477 Cottage St. N.E.
Salem, Oregon

Mr. W. C. Williams
State Highway Engineer
Salem, Oregon

September 1, 1961

C. C. Folk, Division Engineer
08-35.3 Salem, Oregon

Oregon Project S-479(1), GNRR Washburn Way Separation, Klamath County

On July 21, 1961 Mr. Dec of this office and Mr. Paxson discussed the very unusual method of financing proposed construction of a separation structure at the crossing of the Great Northern Railway on Washburn Way, FAS Route 434 in Klamath County. The county desires to finance the structure as a regular Federal-aid highway project including 10 percent of the structure cost or $17,500 as the railroad contribution. The remaining ~~$82,500~~ 100,000 of the railroad contribution would be retained by the county for construction of the approaches with their own forces on a non-participating basis, using county funds approximating $42,500 to make up the remainder of the cost of the approaches.

The above method proposed for utilizing the ~~$100,000~~ 117,500 railroad contribution will be acceptable provided the PR-1 form submitted to program the project to utilize Federal-aid secondary funds contains the following information:

(1) Assurance that approaches will be constructed to conform to at least minimum values set by approved AASHO design standards.

(2) Advise that the railroad contribution in excess of 10 percent is an entirely voluntary contribution.

(3) Assurance that Great Northern Railway Company officials are fully cognizant of the county's proposed use of the excess $82,500 of their total contribution and are agreeable to such use. This would be clearly evidenced if separate agreements were prepared for the structure (State, County and Railroad) and for the approaches (County and Railroad only).

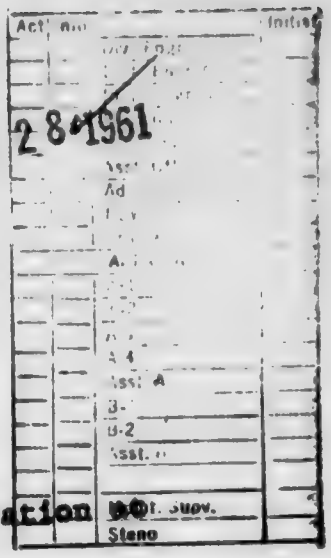
(4) Financing as a "G" project with 90 percent Federal-aid secondary funds and 10 percent railroad funds is not desired by the county since they would not obtain the State Highway Department's normal 20 percent contribution thereby reducing the total amount of highway funds which they would receive for their over-all highway program.

TDEC/la
CC: J. W. Nash

Mr. B. French, Regional Engineer
08-00.3 Portland, Oregon

G. M. Williams, Assistant Commissioner
22-10 Washington, D. C.

AUG 28 1961



Oregon Project 8-479(1) Great Northern Railroad Separation
Washburn Way

Reference is made to the Form CD-14 dated July 31, 1961, and signed by Mr. William L. Hall, enclosing copies of Division Engineer C. C. Polk's July 24 memorandum to you and your reply of July 31 concerning the proposed method of financing the subject railway-highway separation facility. The CD-14 requests advice as to the acceptability of this proposed financing plan.

Mr. Polk states that the estimated cost of the separation structure is $175,000 and of the approaches is $125,000; or a total of $300,000 for the complete facility. He notes that the supporting information indicates the Great Northern Railroad will contribute $100,000 for the overall separation projects. However, Klamath County now proposes to finance the structure only as a regular Federal-aid project, using 10 percent of the structure cost or $17,500 as the railroad contribution. The remaining $82,500 of the railroad contribution would be retained by the county for construction of the approaches with their own forces on a non-participating basis, using county funds approximating $42,500 to make up the remainder of the cost of the approaches.

This is a very unusual proposal since the railroad's contribution amounts to one-third of the cost of the overall improvement and the county has chosen to request regular pro rata Federal-aid participation in the cost of the structure only less a 10 percent railroad contribution. Although the information available here is incomplete, it appears that this separation facility would normallybe eligible for financing as a "C" project with 90 percent Federal-aid secondary funds and 10 percent railroad funds. Under the proposed method of financing with the structure constructed as a Federal-aid secondary project and the approaches constructed as a non-participating project, the principle stated in paragraph 13 of PPM 21-1, "Stage Construction," as amended by PPM 21-1(1), would apply and the non-participating stage construction of the approaches to the separation structure would have to conform to at least the minimum values set by approved AASHO design standards applicable to the class of highway facility involved.

(more)

No explanation is made concerning the Klamath County officials' reasons for using their county funds for financing the $42,500 difference between the total cost of the approaches and the $82,500 balance from the $100,000 railroad contribution, instead of accomplishing this complete separation facility as a Federal-aid secondary "G" project which normally would require no county matching funds. Such explanation should be included in the supporting data for the Federal-aid secondary project if it is subsequently programed as now proposed.

The above method proposed for utilizing the $100,000 railroad contribution would be acceptable provided the amount of this contribution in excess of 10 percent of the structure cost ($175,000) is an entirely voluntary contribution, and provided the Great Northern Railroad officials are fully cognizant of the county's proposed use of the excess $82,500 of their total contribution and are agreeable to such use. If this is not the case a full report of the entire situation should be prepared and submitted to this office for review and comment before approving any Federal-aid project for the construction of any part of this separation facility.

cc:
Mr. S. K. Booth

RECEIVED
MAY 22 1972
FOR FILING

Porter
Cooper

Meeting of April 6, 1967
17th & Powell - Bybee & McLaughlin

7741

Resume of discussion regarding 17th and Powell Overpass of the Southern Pacific Railroad and the Bybee Boulevard - McLaughlin Boulevard Overpass and ramps from Bybee Boulevard to McLaughlin Boulevard.

In attendance were:

Commissioner Wm. A. Bowes
Mr. Kilborn, Southern Pacific
Mr. O. Young, Attorney
Mr. Kruttschnitt, Jr., Southern Pacific
Mr. Koberstein, Southern Pacific
Mr. Klaboe, State
Mr. Barbee, State
Mr. Keefe, City
Mr. Fowler, City
Mr. Bergstrom, City
Mr. Wendt, City
Mr. Drulard, City

Commissioner Bowes opened the meeting with a statement in respect to the tentative draft of an agreement between the State of Oregon, City of Portland and Southern Pacific Railroad Company. The Commissioner noted that the proposed agreement had been reviewed by the City Attorney's office, and that the City Attorney had noted three areas of possible conflict and had suggested these be eliminated or revised in the proposed agreement. The three suggested revisions are as follows:

1. Vacation of S.E. Reedway. City Attorney noted that the Southern Pacific Railroad should idemify the City for any damages that may occur to abutting property owners as a result of the vacation by the City.

2. Zoning change - City Attorney recommended that reference to zoning be eliminated. Zoning should not be part of the agreement. This is a separate and distinct matter and must be accomplished outside of the agreement. The City Council has the authority to initiate zone changes.

3. County - Any reference to the County should not be included in the agreement, inasmuch as the County is not directly involved.

Mr. Young, attorney, representing the Southern Pacific Railroad was furnished a copy of the City Attorney's comments dated April 5, 1967. He stated that recognition would be given to these points and that the City Attorney's suggestions would be followed.

Mr. Klaboe of the Oregon State Highway Department, then presented a grade separation plan for 17th and Powell which was originally proposed by the Highway Department in 1963. Mr. Klaboe stated that the State Highway Department had reviewed a plan proposed by the engineering firm retained by the Southern Pacific Railroad and had concluded that the

NOTED
F. B. KLABOE
NOTED
R. L. PORTER
NOTED
FORREST COOPER

"at grade" intersection on the structure was not acceptable. The plan recommended by the Highway Department eliminated this conflict and also according to their estimates, would cost 2.5 million as compared to the estimated 3.1 million cost of the Southern Pacific plan. Mr. Klaboe stated that the reduced cost was due to the difference in the structures necessary.

Mr. Koberstein of the Southern Pacific noted that the State's plan was based on the present right of way of 60 feet for the Southern Pacific tracks and noted that the Railroads proposed plan calls for four tracks and approximately 100 feet of clear right of way. He later amended this to require at the maximum, a 75 foot span which would clear the four tracks with the safety required by the Railroad.

Mr. Klaboe noted that this change would add additional cost to the 2.5 million estimate, however, even in this event, the State's proposal is considerably under the estimated construction cost of the railroad plan.

In the discussion, in regard to the State Highway Departments proposal, Mr. Fowler and Mr. Bergstrom both noted their approval of the Highway plan and both stated that it would solve the 17th and Powell problem. Mr. Bergstrom specifically noted his objection to the initial plan of the railroad company and stated that his office did not approve of the intersection on the structure.

There was a general concensus of all present that the State Highway Plan was the preferred plan and that the State Highway Engineers should proceed, as soon as an agreement could be obtained between the City, State and Southern Pacific Railroad. Mr. Kruttschnitt suggested that the attorneys for the several parties proceed to prepare the basic agreement as soon as possible, in order that the State Highway Engineers could proceed with the initial engineering surveys.

Mr. Klaboe stated that the Oregon State Highway Department could initiate the field work in a relatively short time. He further stated that the Urban Design Division of the Highway Department would be requested to review the plans immediately. He also noted that pending the ability of the attorneys to arrive at an agreement, that the State Highway Department would be in a position to initiate the surveys as of May 1, 1967. It was also arranged that the State Highway Departments contact would be with Mr. Kilborn and Mr. Koberstein on all matters relating to this project.

The next order of business was the construction involved at Bybee and McLaughlin. Commissioner Bowes commented on the proposed agreement in respect to this intersection. The Commissioner noted that it was his understanding based on prior discussions, that the Southern Pacific Railroad had agreed to construct the two ramps from Bybee east to McLaughlin Boulevard, and to move the east abuttment of the overpass in order to accommodate the additional tracks proposed in this area. He stated that he was concerned that the proposed agreement had completely altered this initial understanding, in that it called for the City to participate in 1/3 of the cost of the Bybee overpass, that is that section east of the east property line of McLaughlin Boulevard. The Commissioner stated that in view of the initial understanding, the City strenuously objects to accepting any responsibility for the cost of this construction and suggested that the agreement be revised to exclude financial participation by the City in the McLaughlin-Bybee overpass and ramp construction.

Mr. Young, attorney, for Southern Pacific Railroad, stated that he had assumed, as a result of the meeting at the Hilton Hotel, that the cost formula for the 17th and Powell overpass, was to be applied to the Bybee-McLaughlin Interchange and had, therefore, included the City in the participation of costs of the overhead crossing.

Commissioner Bowes stated that the City, in view of all the discussions prior to these meetings, had never assumed that it was to be responsible for any of the construction cost at this intersection and that we would not be party to any agreement which provided that the City share in the cost.

Mr. Young then suggested that the Oregon State Highway Department and the Southern Pacific Railroad, agree to share the costs at Bybee-McLaughlin on the following basis.

(a) Item 2 of the proposed agreement be revised to read "that portion of Bybee Boulevard easterly from the easterly right of way line of McLaughlin Boulevard" - 50% by State and 50% by railroad.

(b) Item 3 be revised to read "ramps" - 50% by State and 50% by Railroad.

Mr. Klaboe countered with the statement that in his opinion, the proposal of Mr. Young would not be acceptable and suggested that consideration be given to revising the agreement in respect to Item 2 to read "50% by the State and 50% by the Railroad, and that Item 3 not be changed and continue to read "Ramps" - 100% by Railroad.

Following some discussion, Mr. Klaboe advised representatives of the railroad, that he would immediately return to Salem and discuss the latter revision with Mr. Cooper, State Highway Engineer and that following this discussion would advise the representatives of the railroad company. The representatives of the railroad company, particularly Mr. Knuttschnitt consented to stay over another day in order to be able to meet with Mr. Cooper in respect to this suggested revision.

Summary of Discussions

In summation, the meeting between representatives of the City, State Highway Department and Railroad, produced the following general understanding.

a. That the State Highway Plan of 1963 for the grade separation at 17th and Powell, is acceptable to all parties concerned.

b. That the agreement in respect to the construction of the 17th and Powell overpass and the Bybee-McLaughlin construction be general in nature and that all precise engineering details be subject to further joint discussion of the staffs.

c. The "Kelly Plan" for the ramp construction on the east side of Bybee is satisfactory to the State Highway Department, the City and the Southern Pacific Railroad.

d. That all parties concerned agreed that drafting of the proposed agreement be expedited in order that the State Highway Department may proceed with initial engineering services.

e. That the proposed plan will not be acceptable to the City unless it is relieved of financial participation in the construction of the ramps and overpass at Bybee and McLaughlin Boulevard.

Carl J. Wendt
Public Works Coordinator

RECEIVED
APR 1 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 3 1967

FOR FILING
7741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 31, 1967

SUBJECT:

To: MEMO TO FILE

Commissioner Bill Bowes called today and advised that a meeting had been set up for Thursday, April 6, at 10 a.m. with representatives of the Southern Pacific Company, the City of Portland, and the State Highway Department to discuss the 17th and Powell grade separation. The meeting will be held in Commissioner Bowes office.

Forrest Cooper
State Highway Engineer

cc R. L. Porter
F. B. Klaboe
Victor D. Wolfe

RECEIVED
MAY 22 1972
FOR FILING

FORM B-90 REV. 3-65 SP*6470-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
March 30, 1967

77411

SUBJECT:

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
State Highway Building
Salem, Oregon 97310

L

In accordance with your request, Mr. Versteeg and I met on Wednesday afternoon, March 29, with Mr. Fred Fowler and Mr. Don Bergstrom regarding a westbound "on" and eastbound "off" on the proposed Mt. Hood Freeway in the vicinity of S. E. 20th and 21st Avenues.

It was indicated to Mr. Fowler and Mr. Bergstrom that our Traffic Division had advised that the construction of these ramps would induce traffic from the southeast portion of Portland, which normally should use the Ross Island Bridge, to use the Mt. Hood Freeway and Marquam Bridge, thus overloading the Marquam Bridge.

Mr. Fowler stated that he was always of the opinion that these ramps would be provided, and stated that at a meeting with Mr. Cooper and others from the Highway Department on Monday, March 27, a plan of the proposed 17th and Powell development under consideration had indicated these ramps to the Mt. Hood Freeway. He also stated he was sure the City could not and would not enter into the 17th and Powell project unless these ramps were provided.

It was further indicated that in addition to the traffic problem, there was a weave problem, and Mr. Bergstrom suggested that the proposed ramps could be laced with the on and off ramps to the 11th and 12th Avenue couplet in order to provide necessary weave distance.

I advised Mr. Bergstrom and Mr. Fowler that I was instructed to tell them that based on the advice of our Traffic

cooperate to
3-31-67

Division, we were not considering the construction of the ramps at S. E. 20th and 21st Avenues. Mr. Fowler requested that another meeting be scheduled as soon as possible in order to consider both of these ramps and the 17th and Powell project, at which time he would insist that Commissioner Bowes be in attendance, as well as Mr. Bergstrom and himself. He also requested that personnel from the Highway Department be in attendance who can make definite decisions.

Please advise.

A. E. Johnson sh

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc Mr. D. E. Bergstrom
Mr. Fred Fowler

bc F. D. Morgan,
Attn. D. J. Barbee

RECEIVED
MAR 31 1967
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 9OM 10-65 SP°23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1967

To: Mr. D. N. Stoudenmeyer
Asst. Urban Engineer
Construction Division

Building

SUBJECT: Indenture Agreement between Multnomah County, City of Portland, Southern Pacific Company and the State Highway Commission

I have reviewed the agreement and discussed it with Mr. Rohde and if in fact the reconstruction of the on and off ramps should be an obligation of the State and not the railroad, then we are in fact receiving a benefit of $530,000 under the terms of this agreement, and it is perfectly legal in that respect.

Jack L. Sollis
JACK L. SOLLIS
Staff Attorney

JLS:ja
Attachment

cc: G. E. Rohde

620,000 City share for 17th + Powell

2 4/2.5
24
10

620
120
740 000 TOTAL CITY

ESTIMATE

BYBEE BOULEVARD GRADE SEPARATION REPLACEMENT

STATE ESTIMATE MARCH 16, 1967

	State	City/County	Railroad	Total
1. Westerly of Easterly R/W McLoughlin Blvd.				
Grade, Pave, Structure, Detour and Removal of Existing Structure, 100% State	200,000	- - - -	- - - -	200,000
2. Easterly of said Easterly R/W				
Grade, Pave, Structure, Detour and Removal of Existing Structure, 1/3 State, 1/3 City/County, 1/3 Railroad	120,000	120,000	120,000	360,000
3. On and Off Ramps				
Grade, Pave, Structure, Detour and Removal of Existing Structure, 100% Railroad	- - - -	- - - -	650,000	650,000
TOTALS	320,000	120,000	770,000	1,210,000

Zone Change.
Mt. Hood.

Form E-[illegible]-20M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

ESTIMATE

Bybee Blvd. Grade Separation Replacement

Kelley and Associates For S.P.Co. Mar. 16, 1967

	State	City County	Railroad	Totals
1. Westerly of Easterly R/W McLoughlin Blvd.				
Grade, Pave, Structure, Detour & Removal				
of Existing Structure 100% State	161,000			161,000
2. Easterly of Said Easterly R/W				
Grade, Pave, Structure, Detour & Removal				
of Existing Structure.				
1/3 State, 1/3 City/County, 1/3 Railroad	103,000	103,000	103,000	309,000
3. On and Off Ramps				
Grade, Pave, Structure, Detour & Removal				
of Existing Structure.				
100% Railroad			522,000	522,000
Totals	$264,000	$103,000	$625,000	$992,000

Form E-40-609M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

S.P. Est.

	Item	Net	Gross					
"A"	1	100,750	150,621		Appr. Ramp			
	2	35,530	53,117		11 Bents			
	4	6300	9,419		2 Col. Bents			
		142,580	213,157					
"B"	3	4570	6,832		2 Abut.			
	5	72,980	109,105		Fill Ramp			
		77,550	115,937					
"C"	6	50,528	76,539		115' span			
	7	29,401	43,954		73' span			
	8	60,200	90,000		76 & 67' Span			
	9	13,387	20,014		Abut 1-B			
	10	6,840	10,226		Bent 2-B			
	11	13,680	20,452		Bent 3-B & 4-B			
	12	12,048	18,012		Abut. 5-B			
		186,084	278,196					
					E		W	
"D"	18	6,110	9134	Add'l. Emb. E. & W. App.	3750	5606	2360	3528
"E"	17	12,807	19,146	Base-Pave E. & W. App.	9726	14,540	3081	4606
"F"	14	23,860	35,671	Rem. Exist Str.				
"G"	13	20,230	30,244	Temp. Br.				
	15	6,750	10,091	Rem. Temp Br.				
	16	187,600	280,462	Gr. & Pave Detour				
		214,580	320,797					

Form E-49—30M

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

SP Est

Item		Net		Gross			
1	"A"	100,750		150,621		Appr. Ramp	
2	A	35,530		53,117		11 Bents	
3	"B"	4570		6,832		2 Abutments	
4	"A"	6,300		9,419		2 Col. Bents	
5	"B"	72,980		109,105		Fill Ramp	
6	"C"	50,528		75,539		115' Span	
7	"C"	29,401		43,957		73' Span	331'
8	"C"	60,200		90,000		76' & 67' Span	
9	"C"	13,387		20,014		Abut. 1-B	
10	"C"	6,840		10,226		Bent 2-B	
11	"C"	13,680		20,452		Bent 3-B & 4-B	
12	"C"	12,048		18,012		Abut. 5-B	
13	"G"	20,230		30,244		Temp. Br.	
14	"F"	23,860		35,671		Demolition of Existg Str.	
15	"G"	6750		10,091		Rem. Temp. Br.	
16	"G"	187,600		280,462		Gr. Pave. Detour	
17	"E"	12,807		19,146		Gr. & Pave E. & West Appr's.	
18	"D"	6,110		9134		Additional Emb E. & W. Appr's.	

RECEIVED
MAR 30 1967
FUNDING
7741

3/29/67

Cooper:

Arithmetic on Byhee +
17th + Powell

Preliminary

Byhee (State Estimate & RR plan)

State	$320,000.
City	120,000.
R/R	770,000.
Total	$1,210,000

Delivered to Bowers
3/29/67

17th + Powell

Suggested share 37½% state
and railroad and 25% city

State estimate & Kelly plan = $3,100,000.
" " " State plan = $2,500,000

JM Kluber

	2,500,000	3.100.000
State 37½%	937.500	1,162.500
RR	937.500	1,162.500
City 25%	625.000	775.000
	2,500,000	3,100,000

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APR 28 1967
FOR FILING
7741

Salem, Oregon
March 24, 1967

F. B. Klabee
Assistant State Highway Engineer
O F F I C E

I am attaching a copy of a plat map in the 17th and Powell area of Portland and a note from Hillman Lueddemann re Lots 7 and 8, Block 2, Smith Subdivision.

Mrs. Lueddemann has a problem in that the tenant has notified her of his intention to break the lease. Mr. Lueddemann tells me that under the terms of the lease, it may be broken by either party by giving the other party one year's notice. That is the status of this case, the lessee has given notice.

The Lueddemann's question is, of course, will any of their property be required for the 17th and Powell separation project. I suggest a bring up on this matter until after we hold our meeting with Bill Bowes. Somehow I doubt that we will be in any better position to make an evaluation after the meeting than we can now; however, I would like to try. If we cannot give the Lueddemanns anything definite in two or three weeks, I believe we should write them a letter, giving them an evaluation of the matter as it appears at that time.

Forrest Cooper
State Highway Engineer

FC:fn
Attach.
cc R. L. Porter
Victor D. Wolfe

FC talked to Mr. Lueddemann by phone
4-20-67

Glen Forest. Re my phone
yesterday - my wife owns
Lots 7 + 8 on the attached
drawing. Maybe the con-
templated overpass or under-
pass might only take a
part of all of Lots 9 + 10.
Any <u>speculation</u> on your
part would be most
helpful at this time. I
realize it's too soon
probably to get anything
<u>definite</u>. Anything you
say will not be quoted.

Regards -

"Lueddie"

3/24/67

from the desk of _____

HILLMAN LUEDDEMANN

Lots 7 and 8, Subdivision of Block 2, Smith's Subdivision and Addition to East Portland, in City of Portland, County of Multnomah and State of Oregon.

RECEIVED
MAY 22 1972
FOR

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

7741

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

March 13, 1967

IN REPLY PLEASE REFER TO
911700/311

BJ
3.29

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Sir:

Attention: Mr. R. L. Porter
Deputy State Highway Engineer.

This will supplement our letter of February 28 in connection with plans for grade separation at 17th and Powell and reconstruction of the Bybee Boulevard Overpass in the City of Portland.

Enclosed are two copies of revised page 1 of the agreement draft which we ask that you use to replace the page 1 now in your possession. The revision is minor and consists only of removing the designation of the type of structure to be built at 17th and Powell and substituting "of such design as may be agreed upon by the parties."

It is felt that the revision will provide a desirable degree of flexibility in the final design of the structure.

Yours very truly,

H. M. Williamson

Attach.

copy to Plabor
copy 3.30

RECEIVED
1

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MAR 7 - 1967
FOR FILING
7741

March 6,1967

Mr. H. M. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Dear Mr. Williamson:

Your File No. 911708/311

We have your February 28 letter containing a draft of a proposed agreement between the City of Portland, Multnomah County, the Southern Pacific Company, and the State of Oregon relative to 17th and Powell and Ryhee Boulevard within the City of Portland.

As soon as members of this Department have had opportunity to examine the proposal, we will be in further contact with you. This should be in the very near future.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Forrest Cooper
F. B. Klabee (with agreement)
Victor D. Wolfe

RECEIVED
MAR 8 1967
FOR FILING
STATE HIGHWAY

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

February 28, 1967

IN REPLY PLEASE REFER TO
911700/311

REFERRED TO
Klabo
BY
Yes comments please

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
State Highway Department
Salem, Oregon 97310

Dear Sir:

Attention: Mr. R. L. Porter
Deputy State Highway Engineer.

This refers to your letter of January 11 and ours of December 5 in connection with plans for a grade separation at 17th and Powell and reconstruction of the Bybee Boulevard Overpass in the City of Portland.

Enclosed herewith are two copies of a Draft of proposed Agreement between the State, County of Multnomah, City of Portland and Southern Pacific Company. This Draft has been prepared to set forth the tentative understandings discussed at a meeting on November 1 in the Office of Commissioner William A. Bowes. Please understand that it is merely the first attempt to put something down on paper for comment of the several interested parties. Copies of the Draft will also be furnished to the City and County by our Mr. Oglesby H. Young of Portland.

We would very much appreciate receiving whatever comments you care to make on this Draft.

Yours very truly,

HM Williamson
bc

Attach.

RECEIVED
MAR 2 1967
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 1 1967
OFFICE OF
STATE HIGHWAY ENGINEER

REFERRED TO
Cooper
BY DEPUTY STATE HIGHWAY ENGINEER

I called Brandstad and Paul Northrup on this ELP
3-1-67

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
DAVID ECCLES
DAN MOSEE
MEL GORDON

MULTNOMAH COUNTY OREGON

BOARD OF COUNTY COMMISSIONERS
(503) 227-8411 ■ ROOM 605, COUNTY COURT HOUSE ■ PORTLAND, OREGON ■ 97204

February 28, 1967

The Honorable Tom McCall
State Capitol
Salem, Oregon 97310

Dear Governor McCall:

Repeated phone calls and verbal requests are being made to me concerning the 17th & Powell overpass.

We have a committee in Southeast Portland for this project which has obtained more than 20,000 signatures. This movement is being supported by The Foster-Eastport News, The Sellwood-Moreland Bee, The Southeast News, the Foster Boosters, the Southeast Chamber of Commerce, the Sellwood-Moreland Commercial Club, the Woodstock Boosters, and numerous other organizations.

Since this is a State highway, we are wondering why the State Highway Commission has not given this project urgent priority. In my conversations with State Highway engineers, they have indicated that this problem is going to continue to grow more acute each succeeding year. The City of Portland, under Commissioner William Bowes, has been working on this project for many years, as have I, representing the Citizens Committee of Southeast Portland.

Besides the traffic problem, there is a tremendous safety hazard here as well since police, ambulances, and fire trucks cannot get through when trains are crossing.

Will you please expedite this project.

Sincerely,

Dan Mosee

Dan Mosee, Commissioner

NOTED
FORREST COOPER

copy to FC

ccs: Glen Jackson, State Highway Commission ✓
State Highway Engineer

DM:jm

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JAN 16 1967
FOR FILING

FORM E-30 SOM 10-66

7741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 12, 1967

SUBJECT:

To: Memo to File

On this date, K. D. Fleischman, North Pacific Lumber Company, Post Office Box 3915, Portland (1505 S. E. Gideon) and his attorney called at the office to protest a plan for a grade separation at 17th and Powell.

The plan Mr. Fleischman exhibited was one that was prepared some time ago (I believe, by the City of Portland) and varies considerably from later City, Railroad, or Highway Department ideas. I told Mr. Fleischman that the matter is still in the talk stage only; that no definite plan has as yet been developed; and that before anything definite could be undertaken, a public hearing would have to be held. He asked to be advised at the time the hearing is advertised.

Mr. Fleischman stated that he would put his request in writing and forward it to us in the next few days.

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Floyd Query

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FEB 3 - 1967
FOR FILING

7741

January 11, 1967

1259

Mr. T. H. Kruttschnitt, Jr.
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Dear Mr. Kruttschnitt:

Your File: 911700/311

This Department's Bridge Division has reviewed the preliminary plans and estimate that you submitted for the 17th and Powell structure in the city of Portland.

By using Oregon Highway Department methods and estimating procedures, our people feel that the cost as indicated by your consultant should be increased approximately $600,000. Our Right of Way Department has made a rough estimate of the right-of-way requirements which totals $960,000, adding up to a total package of $3,100,000.

About the only further comment we can make at this time is that the ramp widths are a bare minimum and are less than we feel desirable.

We understand that Commissioner Bowes is desirous of another meeting on this subject and members of our Department are available on relatively short notice. If there is anything further that we can furnish prior to such a meeting, please let us know.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
F. D. Morgan

Copy sent to T Brown
1-12-67 (by FBK)

RECEIVED
FEB 3 - 196

FORM E-30 90M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 5, 1967

Assignment: FBK-1259

SUBJECT: Southern Pacific Company Plan by Kelley & Assoc. for Overcrossing at S.E. 17th Ave. & S.E. Powell Blvd.

To:

Mr. F.B. Klaboe
Assistant State Highway Engineer
Building

As requested we have reviewed the subject material and submit the attached revised estimate and the following comments:

1. Our Right of Way Division completed an estimate of cost for the required right of way as proposed by the Southern Pacific Company with the assumption that access will be allowed from the SW and WS lines.

2. The preliminary construction cost estimate appears to be quite low and has been re-estimated, reflecting what we feel is a more realistic figure.

3. The Bridge Division's estimate of the proposed structure also adjusted the cost upward. In their opinion the precast, prestressed design would work with some modifications, but would not be as desirable as certain other designs. The Bridge Division estimate includes a change in column location, minor bent adjustments and possibly more steel.

4. A substantial error was apparently made in the preliminary design calculations for the prestressed T-beam units used in the typical 60-foot span. The effect of this error is to increase the superstructure cost by approximately fifty percent. In addition, the unit prices applied to the structure quantities tend to be low.

5. The number of spans and the number of columns incorporated in the preliminary plan seem excessive. In addition, there are eight locations where columns fall within the limits of the SW and NE roadways. The clearance to the columns from WS, SW, EN and NE roadways does not appear adequate.

6. It is assumed that the framing of the structure at the intersection of 17th and Powell will be steel beams. Some of the steel will probably need to be curved.

7. At a time when the visual impact of a highway structure is a foremost consideration, this plan must be rated very poor.

8. A preliminary check of the grades would indicate the structure can be built in the depth available.

9. The submitted profiles indicate a grade with vertical curves that would provide for 30 to 35 mph sight distance.

10. The proposed roadway widths as indicated on sections B-B and C-C of line B and C, though not conforming to Highway Department standards, appear to provide the necessary number of lanes for the estimated traffic.

Total Cost of Proposed Grade Separation

Southern Pacific Company estimate as submitted (including right of way)	=	$2, 500, 000
Highway Department revised estimate for submitted plan (including right of way)	=	$3, 100, 000

F.D. Morgan
Construction Engineer

By
A.D. Olson
Urban Engineer

ADO:jr
Attach

RECEIVED
JAN 5 1967
OFFICE OF
STATE

S-2705

Southern Pacific Company

-4550

DEC 14 66

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

December 5, 1966

Routing
Morgan
Docker
Bond
Barbee
Walker
Glenn
Swan

RECEIVED
DEC 15 1966
CONSTRUCTION
DIVISION

IN REPLY PLEASE REFER TO
911700/311

AIR MAIL

Mr. Forrest Cooper
State Highway Engineer
Division of Highways
Salem, Oregon

Dear Sir: Attention: Mr. R. L. Porter.

During meeting on November 1 in the office of Commissioner William A. Bowes of the City of Portland, our Mr. Kruttschnitt handed you certain Preliminary Plans for a proposed grade separation at 17th & Powell and for reconstruction of the Bybee Blvd. Overpass, both in the City of Portland. It was also agreed that cost estimates would be furnished to you as soon as they could be prepared by our consultants.

The plans handed to you on November 1 included several different schemes for the 17th & Powell intersection. For estimating purposes we have selected only one of these which is the scheme illustrated on the enclosed prints of Drawings P4, Sheets 1 and 2, P5, Sheet 1, and P8, Sheet 1. Drawing P4 shows the horizontal layout and preliminary structural support details, P5 shows the profiles and P8 shows the additional right-of-way required for the grade separation but not for any widening of Southern Pacific's existing right-of-way.

Attached herewith is estimate entitled Summary - I in the total amount of approximately $1,550,000 for the 17th & Powell structure. Also attached and headed similarly is a tabulation of the 18 parcels of right-of-way required. We do not have an appraisal of the value of this property and it is hoped that your right-of-way experts can evaluate it close enough for the purpose of Preliminary Estimates.

There has been no change in the Preliminary Plans for reconstructing the Bybee Blvd. structure over those handed you on November 1. Enclosed herewith and headed Summary - II is cost estimate in the approximate amount of $992,000. At our request, this cost estimate has been broken-down as follows:

Mr. Forrest Cooper December 5, 1966

1. The structure westerly from the easterly State Highway Right-of-Way Line,

2. The structure easterly from the easterly State Right-of-Way Line and,

3. The cost of the two new ramps.

This segregation appears on page 4 of the enclosed estimate.

As soon as you have hade an opportunity to look over these plans and preliminary cost figures, we would very much appreciate receiving whatever comments you care to make. It appears that it would then be desirable to set-up another meeting with the City of Portland, the Oregon Highway Department and Southern Pacific to further explore the possibilities of an equitable cost allocation formula.

Yours very truly,

H M Williamson
Bur

RECEIVED
DEC 7. 1966
OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company
Additional Right-of-Way Required for
S.E. 17th & Powell Interchange

November 28, 1966

SUMMARY - I

Parcel No.	Location	Sq. Ft.	Acres
1.	North side Powell between 13th & 17th Ave.	54,700	1.256
2.	South side Powell between 13th & 14th Ave.	1,600	0.037
3.	S.W. Corner Powell & 16th Ave.	600	0.014
4.	West side 17th between Powell & Pershing St.	22,800	0.523
5.	West side 17th between Pershing & Haig St.	9,300	0.213
6.	West side 17th & south of Haig St.	1,850	0.042
7.	East side 17th & south of Haig St.	1,300	0.030
8.	East side 17th between Haig & Pershing St.	5,570	0.128
9.	N.E. corner of 17th & Pershing St.	350	0.008
10.	South side Powell between 19th & 20th Ave.	6,375	0.146
11.	South side Powell between 17th & 19th Ave.	10,800	0.248
12.	North side Powell between 19th & 20th Ave.	4,150	0.095
13.	North side Powell between 18th & 19th Ave.	4,400	0.101
14.	N.E. corner 17th & Powell Blvd.	13,700	0.315
15.	East side 17th between Tibbetts & Brooklyn st.	5,950	0.137
16.	East side 17th between Brooklyn & Woodward	6,100	0.140
17.	West side 17th between Woodward & Brooklyn	6,700	0.154
18.	West side 17th & South of Brooklyn	9,275	0.213
	Total	165,520 sq.ft.	3.800 Acres

Areas of individual land parcels as planimetered by Kelley & Associates Engineers on Drawing 1-B-2 P-8 1 of 1

Kelley & Associates Engineers
Portland, Oregon

Southern Pacific Company
Proposed Grade Separation
S.E. 17th & Powell Blvd.

Preliminary Construction Cost Estimate
Page 1.
November 25, 1966

SUMMARY - I

Description	Component	Unit	Unit Price $	Subtotal	Grand Total
ELEVATED STRUCTURE					
I. S.E. Powell Blvd. Line "A"					
a. Super-structure	13 Typ. Span	13	$14,960	$194,480	
b. Sub-structure	13 Typ. Bents	13	7,925	103,025	
c. End Wall	---	2	6,655	13,310	
d. Fill Ramp	---	580 ft.	112	65,000	
e. Miscellaneous	---	-	-	11,600	
f. Stairs	---	-	-	4,140	
Total No. I (a. to f.)					$ 391,555
II. S.E. 17th Ave. "B" Line					
a. Super-structure	11 Typ. Span	11	$13,060	$143,660	
b. Sub-structure	11 Typ. Bents	11	6,425	70,675	
c. End Wall	---	-	-	5,674	
d. Fill Ramp	---	-	-	46,000	
e. Miscellaneous	---	-	-	9,950	
f. Stairs	---	-	-	4,140	
Total No. II (a. to f.)					$ 280,099
III. CROSS-OVER - TRAFFIC INTERCHANGE Average of "A" & "B" Line					
a. Super-structure		47,460 sq.ft.	$6.55	$ 310,863	
b. Sub-structure					
c. Lights	6	6 ea.	800.	4,800	
d. Exp. Joint		120 ft.	15.	1,800	
Total No. III (a. to d.)					$ 317,463
				Forward	$ 989,117

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Southern Pacific Company
Proposed Grade Separation
S.E. 17th & Powell Blvd.

Preliminary Construction Cost Estimate

November 25, 1966

SUMMARY - I (cont'd)

Description	Component	Unit	Unit Price $	Subtotal	Grand Total
Forward					$989,117
IV. STREET CONSTRUCTION ON GRADE					
a. "E-N" Line	---	-	-	$19,908	
b. "N-E" Line	---	-	-	19,055	
c. "S-W" Line	---	-	-	20,973	
d. "W-S" Line	---	-	-	20,087	
Total No. IV (a.- d.)					80,023
TOTAL NOS. I-IV					$1,069,140
V. OVERHEAD & PROFIT - 15% of Total Nos. I-IV					160,371
VI. ENGINEERING & CONTINGENCIES - 30% of Total Nos. I-IV					320,742
TOTAL COST PROPOSED GRADE SEPARATION S.E. 17th & Powell Blvd.					$1,550,253

Note: The total cost of project does not include the price for additional land to be acquired for either the structure or the anticipated widening of Southern Pacific Co. R/W from present 60 ft. to proposed 100 ft.

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Southern Pacific Company
Proposed Grade Separation
S.E. 17th & Powell Blvd.

Preliminary Construction Cost Estimate

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S. E. Powell Blvd. - Line "A"

Description	Component	Unit	Unit Price $	$ Subtotal	Grand Total
SUPER STRUCTURE 60' Typ. Bay					
Rail M & L	---	120 ft.	6.00	720.00	
Curb M & L	2 sq.ft. (60') 2/27	9 yd	60.00	540.00	
Slab M & L	.42 (48') 60'/27	45 yd	70.00	3,150.	
Beams Erection	60 (48)	2,900 ft	.15	430.	
Beams Material	2.1 (10) 60'/27	46.3 yd	200.	9,260.	
Sack - Rub	-	4,000 sq.ft	.15	600.	
Beam B rg M&L	10	10 ea	20.	200.	
Med. strip	-	60 ft	1.	60.	
					$ 14,960
SUB-STRUCTURE					
Excavation	28' (13') 5/27	67 yd	3.	200.	
Piling	24 (40')	960 ft	2.50	2,400.	
Footing	(9x12x3) + (6x9x3)2)/27	24 yd	40.	960.	
Backfill	- ft	30 yd	2.50	75.	
Column	5 sq (15' Ave) 3/27	9 yd	100.	900.	
Tee Beam	10 sq.ft. (60') /27	22 yd	120.	2,640.	
Sack rub	-	5,000 sq.ft	.15	750.	
					7,925.
FILL RAMP					
Ramp - Complete / Bybee-McLoughlin		580 ft.	112/ft		65,000
MISCELLANEOUS					
Exp. Joint	60 (6)	360 ft.	10.	3,600.	
Grate & Downspouts	8	8 ea.	300.	2,400.	
Lights	@ 200'/	7 ea.	800.	5,600.	
					11,600.
STAIRS	See Line "B"	2 ea.	2,070.		4,140.
END WALL					
Excavation	6 (60) 5/27	67 yd	3.	200.	
Footing	4 (1.5) 60/27	14 yd	40.	560.	
Backfill	-	30 yd	2.50	75.	
Wall	1.33 (60') 14'/27	41 yd	100.	4,100.	
Brg	-	10 ea	12.	120.	
Piling	16 (40')	640 ft.	2.50	1,600.	
					6,655

Kelley & Associates

Southern Pacific Company
Proposed Grade Separation
S.E. 17th & Powell Blvd.

Preliminary Construction Cost Estimate

November 25, 1966

S.E. 17th Avenue - Line "B"

Description	Component	Unit	Unit Price $	Subtotal	Grand Total
SUPERSTRUCTURE 60' Typ Bay					
Rail M&L	-	120 lin.ft.	6.00	720.00	
Curb M&L	2 sq.ft. (60') 2/27	9 yd.	60.	540.	
Slab M&L	.42 (48') 60'/27	45 yd	70.	3,150.	
Beams M	2.1 (8) 60'/27	37 yd	200.	7,400.	
Beam - Erection	60' (48)	2,900 ft.	.15	430.	
Sack Rub	-	4,000 sq.ft.	.15	600.	
Beam Brg	8	8 ea	20.	160.	
Med. Strip	-	60 ft	1.	60.	$ 13,060.
SUB-STRUCTURE					
Excavation	16' (12') 5' (2) /27	70 yd	3.	210.	
Piling	24 (40')	960 ft.	2.50	2,400.	
Footing	12' (9') (2') (2)/27	16 yd.	40.	640.	
Backfill	-	30 yd	2.50	75.	
Column	5 cf (15' ave) 2/27	5.5 yd	100.	550.	
Tee Beam	12 s.f. (46')/27	20 yd	120.	2,400.	
Sack rub	-	1,000 sq.ft.	.15	150.	6,425.
FILL RAMP					
Ramp - Complete Fr.	Bybee - McLoughlin	410 ft.	112./ft		46,000.
MISCELLANEOUS					
Exp. Joint	5 (55')	275 ft.	10.	2,750.	
Grate & Downspout	-	8 ea.	300.	2,400	
Lights	@ 200'	6 ea	800.	4,800	9,950.
STAIRS 6'-0"					
Treads	60'	60 ea	10.	600.	
Stringers	200'	200 ft.	3.	600.	
Rails	200'	200 ft.	3.	600.	
Column	10' + 20'	30 ft.	5.	150.	
Ftg		3 yd	40.	120.	
		2 Each		2,070.	4,140.
END WALL					
Excavation	6 (50) 5/27	56	3.	168.	
Footing	4 (1.5) 50/27	11	40.	440.	
Backfill	-	28	2.50	70.	
Wall	1.33 (50) (14)/27	3.5	100.	3,500	
Brs	8	8	12.	96.	
Piling	14 (49)	560 ft.	2.50	1,400.	5,674.

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Southern Pacific Company
Proposed Grade Separation
SE. 17th & Powell Blvd.

Preliminary Construction Cost Estimate

November 25, 1966

Street Construction On Grade

"E-N" LINE

Description	Composition	Unit	Unit Price	Subtotal	Grand Total
Clearing		All	-	$ 5,000.	
Preparation of Base	1410/ 5280	0.27 Mi	250.00	68.	
Base & Surfacing (OSHD Spec)	1410 x 26 x 1.46/27	1982 c.y.	3.00	5,950.	
Curb (OSHD Type C)	1410 x 2 x .63 x 1.33/27	88 c.y.	45.00	3,960.	
Concrete Sidewalk	6 x 1410/9	940 sq.yd	4.50	4,230	
Catch Basin	7	7 ea	100.00	700.	
					$ 19,908.

"S-W" LINE

Clearing		All	-	$ 5,000.	
Preparation of Base	1520/5280	0.29 Mi	250.00	73.	
Base & Surfacing (OSHD Spec)	1520 x 26 x 1.46/27	2137 cu.yd	3.00	6,411.	
Curb (OSHD Type C)	1520 x 2 x .63 x 1.33/27	94 cu.yd	45.00	4,230.	
Concrete Sidewalk	1520 x 6/9	1013 sq.yd	4.50	4,559	
Catch Basin	7	7 ea	100.00	700.	
					20,973.

"N-E" LINE

Clearing		All	-	$ 5,000.	
Preparation of base	1475/5280	.28 Mi	250.00	70.	
Base & Surfacing (OSHD Spec)	1475x 26 x 1.46/27 wide	2110 cu yd	3.00	6,330.	
Curb (OSHD Type C)	1475 x2x .63 x 1.33/27 wide deep	92 cu yd	45.00	4,140.	
Concrete Sidewalk	6 x 1000/9 wide	670 sq.yd	4.50	3,015.	
Catch Basin	5	5 ea	100.00	500.	
					19,055.

"W-S" LINE

Clearing		All	-	$ 5,000.	
Preparation of Base	1450/5280	0.27 Mi	250.00	68.	
Base & Surfacing (OSHD Spec)	1450x 26 x 1.46/27	2039 cu.yd	3.00	6,117.	
Curb (OSHD Type C)	1450x20x. 63x1.33/27	90 cu.yd	45.00	4,050.	
Concrete Sidewalk	1450 x 6/9	967 sq.yd.	4.50	4,352.	
Catch Basin	5	5 ea	100.00	500.	
					20,087.

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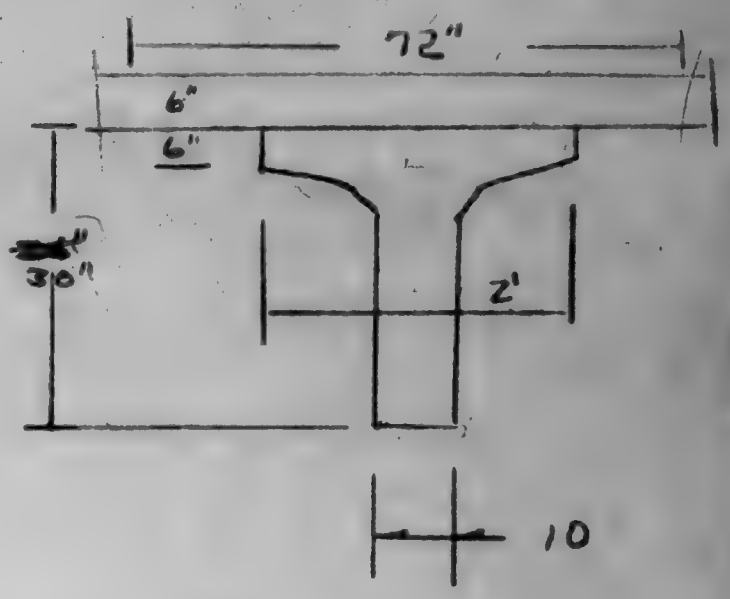
Line "B" — PRELIM.

60' SPAN



LDG H20-S16-44 ✓

BND LL 806 ^K /LANE ✓
4 BM /LANE
MOM /BM = 202 ^K

DL 400 + 6(75) = 850 #/FT
SAY 1 ^K
MOM /BM = 450

TL 202 + 450 = 652 ^K

$$S = \frac{652000(12)}{2400} = 3260^{*3}$$

PROP COMPOSITE

	A	d	AD	Ad²	I
Stem	170	9	1550	14000	8000
FL	163	21	3500	71000	
Top	432	27	11800	320000	
	770		16850	405000	8000

$$\bar{a} = \frac{16,850}{770} = 22"$$

$$Z = 8000 + 405000 - 22^2(770) = 41000^{*4}$$

$$ST = \frac{41000}{30-22} = 5100$$

REACTION
LL = 60 ^K
DL = 1(30) = 30
TL = 90 ^K

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S.E. 17th Ave & S.E. Powell Blvd.

LINE "B" - PRELIM.

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PORTLAND 1, OREGON
CA 6-4195

TYP FRAMING

SHEAR

$V = 2(90^K)2 + 27/2$

$= 360 + 14 = 374^K$

$bd = \frac{374\,000}{240} = 1640^{D''}$

$d = \frac{1640}{36} + 3 = 48$

BNG

$W_e = 4(180)/30 + 1 = 25$

$M = \frac{25(30)^2}{5} - 6(150) = 2800 - 900 = 1900^{IK}$

$R_e \quad \frac{1900}{220} = 8.7$

$d = \left(\frac{8.7(12000)}{36}\right)^{\frac{1}{2}} = 54''$ OK / COMP Reinf

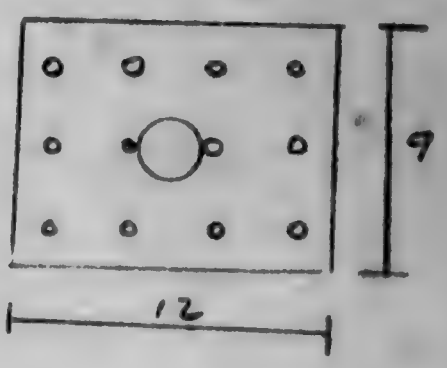
USE 36 x 48

Footing

BMs	B(2)90	= 1040
BM	1(46)	= 46
COL	.7(20)2	= 28
		2 | 1114
		557K

PILING @ 25T

$Ne = \frac{557}{50} = 11.8 =$ 12



S. 17th AVE & S E POWELL BLVD.

LINE – "A" – PRELIM.

BEAM – SAME AS FOR LINE "B"

FRAME

TL TO FRAME

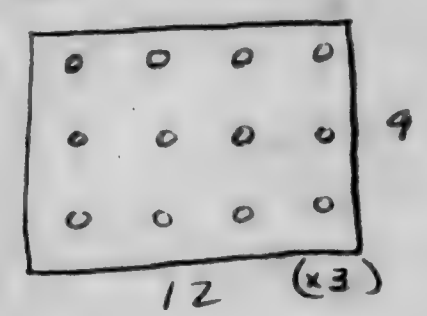
LL = .4(60)2 = 480 K
DL = 1.0(60)10 = 600 K
BM = .30(1.8) = 54
1134/2x2 = 284 K

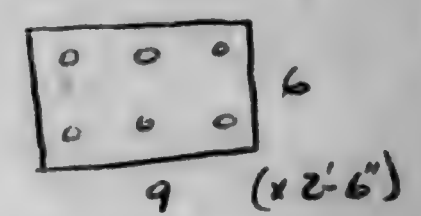
6d/2 = 240 = 284/.24 = 1180 — 36 x 33+4
USE 36 x 40

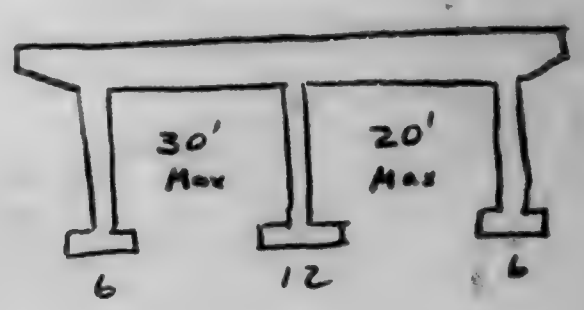
Footing

206 1134 K

PILING – N12 = 1134/50 = 23.6 SAY 24 (6-12-6)







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Southern Pacific Company
Proposed Replacement Bybee Blvd.
Grade Separation & Traffic Interchange

Preliminary Cost Estimate

November 25, 1966

SUMMARY - II

A.	Items 1 + 2 + 4: "On & Off" Ramps - Structural Overhead Slab + Bents		$ 142,580
B.	Items 3 + 5: "On & Off" Ramps - Fill Wall + Fill Abutments (2)		77,550
C.	Items 6 through 12: Viaduct Spans 115' + 73' + 76' + 67' + Abutments and Bents		186,084
D.	Embankment additional to existing (Item 18) East & West Bybee Approaches: East $3,750; West 2,360		6,110
E.	Item 17: Base, Leveling Course & A.C. Paving - Bybee East & West Approaches		12,807
F.	Item 14: Demolition of Existing Structure Not Usable in Detour		23,860
G.	Detour - Construct & Remove: (Item 16)		
a.	Temporary Structures (In & Out) (Items 13 & 15)	$26,980	
b.	Temporary Embankment (In & Out)	152,000	
c.	Base, Leveling Course, A.C. Paving	33,100	
d.	Temporary Guard Rail - Embankment Sections	1,700	
e.	Temporary Guard Rail - McLoughlin	800	
	Total Detour - Items a. through e.		214,580
	Subtotal Cost Items A through G		663,571
	Overhead & Profit 10% and 5%		99,536
	Subtotal Cost Items A through G + 15% Ovhd. & Profit		763,107
	Engineering & Contingencies 30%		228,933
	TOTAL ESTIMATED COST PROPOSED REPLACEMENT BYBEE BLVD. GRADE SEPARATION & TRAFFIC INTERCHANGE		$992,040.

Proportionate Distribution of Overhead + Profit ($99,536) and Engineering & Contingencies ($228,933) totaling an amount of $328,469 onto that cost shown above for each respective cost item A through G:

A.[1]	$\left(\frac{142,580}{663,571}\right)^{0.21487}$	$328,469	=	$70,578
B.[1]	$\left(\frac{77,550}{663,571}\right)^{0.11687}$	328,469	=	38,388
C.[1]	$\left(\frac{186,084}{663,571}\right)^{0.28042}$	328,469	=	92,109
D.[1]	$\left(\frac{6,110}{663,571}\right)^{0.00921}$	328,469	=	3,026
E.[1]	$\left(\frac{12,807}{663,571}\right)^{0.01930}$	328,469	=	6,339
F.[1]	$\left(\frac{23,860}{663,571}\right)^{0.03596}$	328,469	=	11,812
G.[1]	$\left(\frac{214,580}{663,571}\right)^{0.32337}$	328,469	=	106,217
				328,469

Adding each of the above Proportionate amounts (A^1 through G^1) to the on-the-job-site costs (A through G), we have the individual estimated cost items adjusted to include Overhead + Profit + Engineering + Contingencies as follows: ($A + A^1 = A^{11}$, etc.)

Item A_2 =	$ 142,580	+	70,578	=	$213,158
Item B_2 =	77,550	+	38,388	=	115,938
Item C_2 =	186,084	+	92,109	=	278,193
Item D_2 =	6,110	+	3,026	=	9,136
Item E_2 =	12,807	+	6,339	=	19,146
Item F_2 =	23,860	+	11,812	=	35,672
Item G_2 =	214,580	+	106,217	=	320,797
Total	$ 663,571	+	328,469	=	$ 992,040

Now, Southern Pacific Company letter dated November 7, 1966, requested a breakdown of the Project cost estimate as follows:

1. The estimated cost of that portion of the proposed Bybee Blvd. Grade Separation Replacement which would be constructed <u>westerly</u> from the easterly R/W line of McLoughlin Blvd. (F.A.H. 99E) as planned for six (6) - Twelve (12) ft. traffic lanes.

2. The estimated cost of that portion of the above said proposed Grade Separation Replacement which would be constructed <u>easterly</u> from that above mentioned easterly R/W line.

3. The estimated cost of the McLoughlin-Bybee Blvds. Traffic Interchange (Bybee Blvd. "Off & On" Ramps) as proposed to be constructed.

Southern Pacific Company
Proposed Replacement Bybee Blvd.
Grade Separation & Traffic Interchange

Preliminary Cost Estimate
Page 4.
November 25, 1966

Breakdown of Estimated Costs

1. Estimated Cost Westerly from easterly R/W line McLoughlin Blvd.

   a. 115' span over McLoughlin Blvd.

   $\left(\frac{115}{331}\right)^{0.347}$ ($278,193) = $ 96,533

   b. Additional embankment - westerly
   (0.386) ($9,136) = 3,526

   c. Base, Leveling Course & A.C. Paving - westerly
   (0.24) ($19,146) = 4,595

   d. Applicable proportion of Demolition and Detour Costs (F_2 + G_2)
   (0.347) ($163,298) = 56,664

   Total Item 1 Westerly cost from easterly R/W line McLoughlin Blvd. $161,318

2. Estimated Cost Easterly from said easterly R/W line:

   a. 73' + 76' + 67' spans of Bybee Blvd. Structure

   $\left(\frac{216}{331}\right)^{0.653}$ ($278,193) = $181,660

   b. Additional Embankment - easterly
   (0.614) ($9,136) = 5,610

   v. Base, Leveling Course & A.C. Pav. - easterly
   (0.76) ($19,146) = 14,551

   d. Applicable proportion of Demolition and Detour Costs (F_2 + G_2)
   (0.653) ($163,298) = 106,634

   Total Item 2 Easterly cost from easterly R/W line $308,455

3. "On & Off" Ramps

   a. Item A_2 + B_2 = $213,158 + $115,938 = 329,096

   b. Applicable proportion of Demolition and Detour Costs (F_2 + G_2)

   $\left(\frac{329,096}{607,289}\right)^{0.5419}$ ($356,469) = 193,171

   Total "On & Off" Ramps 522,267

TOTAL ESTIMATED COST PROPOSED REPLACEMENT
BYBEE BLVD. GRADE SEPARATION & TRAFFIC INTERCHANGE $992,040

Corrected 10/14/66

Elem.	Comp.		Units	Unit Cost $	Total	Grand Total
APPROACH RAMP						
Typ. Span						
Prestress Conc. Slab Beams	8 (50)	in Place	400 lin.ft.	14.00	$ 5,600.	
Concr. Walk	2/3 (4) 50/27		5 yds.	60.00	300.	
Curb	2/3 (6) 50/27		7.5 yds	60.00	450.	
Grout	50 (8)		400 cu.ft.	0.5	200.	
Diph. Cable	4 Ea	M& L	4	40.00	160.	
Rail	2 (50)		100 lin.ft.	8.00	800.	
Asphalt	50 (20)/9		110 sq.yds	2.00	220.	
		Sub-total = $7,730 (= 155.00 lin.ft.)				
COST ITEM #1						
13 Typ. Bay	TOTAL/ ABOVE = (13) 50		650 ft.	155.00		$100,750.

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Typ. Bent					
Excavation	5 (8) (14)/27	20.7 c.y.	5.50	114.	
Piling	10 (40)	400 lin.ft.	2.30	920.	
Backfill		10 cu.yd.	1.50	15.	
Col. & Sack	16 (7)/27 (Avg.ht) x 3'-0" ϕ	4.5 cu.yd	100.	450.	
Footing	$3^{o}x6^{o}x12^{o}$/27	8 cu.yd	50.	400.	
Tee Beam & Sack	$3^{o}x3^{o}$ x 24^{o}/27	8 cu.yd	150.	1,200.	
Light	@ 300'/Light	1/6	800.	130.	
		Sub-Total = 3,230.00 (=65.00/ft/)			
COST ITEM #2					
11 Typ. Bent	Per above Sub-Total	11	3,230.		$ 35,530.

Elem.	Comp.	Units	Unit Cost $	Total	Grand Total
Retain. Abut.					
Piling	6 (40)	240 lin.ft.	2.30	$ 550.	
Footing	$8^{Q}(16^{Q})\ (1^{5}/27$	4.5 cu.yd	50.	225.	
Wall	$12^{Q}(1^{Q})\ (24^{Q})/27 + 3^{Q}(1^{Q})\ 24^{Q}/27$	13.7 cu.yd	100.	1,370.	
Finishing	$12^{Q}\ (24^{Q})$	300 sq.ft.	.1	30.	
Excavation		20 cu.yds	5.50	110.	
	Sub-Total = $2,285.00				
COST ITEM #3					
2 Retain. Abutments	per above	2	2,285.00		$ 4,570.
Col. Bent					
Piling	8 (40)	320 lin.ft.	2.30	740.	
Excavation		10 cu.yd.	5.50	55.	
Footing	$2\ (8^{o})^{\frac{2}{3}}\ 1^{\frac{5}{8}}/27 + (6^{o})^{\frac{2}{3}}(2^{Q}/27$	3.7 cu.yd.	50.	185.	
Column	3 (3) 18 /27	6 cu.yd	100.	600.	
Cross Beam	$3^{o} \times 3^{o} \times 24^{o}/27$	8 cu.yd	150.	1,200.	
Finishing	Lump sum			50.	
Joint	32 ft.	32 ft.	10.	320.	
	Sub-total = 3,150				
COST ITEM #4					
2 Col. Bents	per above	2	3,150.		6,300.

Kelley & Associates Engineers
Portland, Oregon

Elem.	Comp.	Units	Unit Cost $	Total	Grand Total
Fill Ramp					
Exc. - Ftg	$3^{0}(3^{0})\ 616^{0}(2)/27$	411	4.00	$ 1,644.	
Footing	$1^{0}(3^{0})\ 2\ (616)/27$	137 yd.	40.00	5,480.	
Concr. Wall	$6.5\ (1^{0})\ 616^{0}\ (2)/27$	297 yd.	100.00	29,700	
Finishing	6.5 (616) 2	8,000 sq.ft.	.1	800.	
Rail	2 (616)	1,232	8.00	9,856.	
Light		2	800.00	1,600.	
Walk	$1^{0} \times 3^{0}(616)\ 2/27$	91.0	50.00	4,550.	
Asp & Base	$20^{0}(616^{0}/9$	1,370 yds	3.00	4,110.	
Ties	50	50	20.00	1,000.	
Fill	$24^{0}(616^{0})\ 6^{5}/27$	3,560	4.00	14,240.	
		Sub-Total = $72,980.00 (= $118.00 ft.)			$ 72,980.
COST ITEM #5					

Portland, Oregon

Elem.	Comp.	Units	Unit Cost $	Total	Grand Total
115 Ft. Span					
Struct. Steel	115' (54.5') (33#)/2000	103 Ton	320.00	$32,960.	
Conc. - Deck	.5 (54.5) (115)/27	116 cu.yd	25.00	2,900.	
Rail & Wk	.67 (10) (115)/27	28 cy.yd	20.00	560.	
Reinf.	115 (54.5) (5#)	31,355 ton	.14	4,390.	
Rail	115 (2)	230 lin.ft.	8.00	1,840.	
Light		1	800.00	800.	
Joint	54.5 ft.	54.5 ft.	10.00	545.	
Forms - Deck	54.5 (115)	6,267	.55 + .30	5,326.	
Painting	7 (5) 2 (115)	8,050	.15	1,207.	
COST ITEM #6					$ 50,528.
73 Ft. Span					
Struct. Steel	76 (54.5) (30#)/2000	62 ton	320.00	19,840.	
Concr. Deck	.5 (73) 54.5/27	74 cu.yd.	25.00	1,850.	
Rail & Wk	None			—	
Reinf.	73 (52) 5#	19,890 ton	.14	2,785.	
Rail	None			—	
Light	.73/300	.25	800.00	200.	
Joint	54.5	54.5	10.00	545.	
Forms-Deck	54.5 (73)	3,978	.85	3,381.	
Painting	10 (7) 76	5,300	.15	800.	
COST ITEM #7					29,401.

Kelley & Associates Engineers
Portland, Oregon

Nom.	Comp.	Units	Unit Cost $	Total	Grand Total
78' & 67' Span					
Deck/73' Span		143 ft.	400.00	$ 57,200.	
Rail & Walk	.67 (10) 143/27	35 cu.yd	20.00	700.	
Rail	2 (143)	286 lin.ft.	8.00	2,300	
COST ITEM #8					$ 60,200
Abutment 1B					
Piling	20 (40)	800 lin.ft.	2.30	1,840.	
Footing	60 ($8\frac{5}{}$) $2\frac{0}{}$/27	38 cu.yd.	50.00	1,900.	
Wall	$24\frac{0}{}$($60\frac{0}{}$) $1\frac{5}{}$/27	80 cu.yd	100.00	8,000.	
Barriers	7	7	150.00	1,050.	
Finishing	$20\frac{0}{}$ ($60\frac{0}{}$)	1,200 sq.ft.	.1	120.	
Excavation	$4\frac{0}{}$ ($65\frac{0}{}$) $10\frac{0}{}$/27	90 cu.yd	4.50	405.	
Backfill		48 cu.yd	1.50	72.	
COST ITEM #9					13,387.
Bent 2B					
Piling	16 (40)	640 lin.ft.	2.30	1,470.	
Excavation		30 cu.yd.	4.50	135.	
Backfill		15 cu.yd.	1.50	25.	
Footing		15 cu.yd.	50.00	750.	
Column	5 (24) 3/27	13 cu.yd	100.00	1,300.	
Cross Beam	$3\frac{0}{}$ ($3\frac{0}{}$) $54\frac{0}{}$/27	18 cu.yd.	150.00	2,700.	
Finishing	9 (54) + 9 (24) 3	1,100 sq.ft.	.1	110.	
Barriers	7	7	50.00	350.	
COST ITEM #10					6,840.

Kolley & Associates Engineers
Portland, Oregon

Elem.	Comp.	Units	Unit Cost $	Total	Grand Total
cost Item #11					
Bent 3B & 4B	Total Cost/ Bent 2B	2	6,840	13,680.	13,680.
Cost Item #12					
Abutment 5B	Total Cost/ Abut 1B	.90	13,387	12,048.	12,048.
Temp. Bridge					
Pile Bents	90 (50')	4,500 lin.ft.	1.50	6,750.	
Timber Bents	4	4	400.	1,600.	
Pile Caps	70' (4) + 4 (30)	400 sq.ft.	3.00	1,200.	
Jacking & Move	6-man crew - 4 weeks	120 Man-days	40.	4,800.	
Equip		Allow		500.	
Deck	24 (135)	3,240 sq.ft.	1.25	5,000.	
Rail	2 (135)	270 lin.ft.	1.00	270.	
Barrier		Allow		200.	
Cost Item #13					20,230.

Demolition of Existing Structure not usable in detour:

Bridge (115' Structure over McLoughlin)					
Labor	6 Men 2 months 22(2) 6	264 Man-days	40.00	10,560.	
Equip		Allow		2,000.	
Conc. Abutmts					
Labor	3 Each (6 Men) 2 Weeks = 3 (6) 10	180 Man-days	40.00	7,200.	
Equip		Allow		500.	
Bents:					
Labor	3 Ea (6 Men) 1 Week = 3 (6) 5	90 Man-days	40.00	3,600.	
Cost Item #14					23,860.

Portland, Oregon

Item.	Comp.	Unit	Unit Cost $	Total
REMOVE TEMP. BRIDGE				
Wood - Labor		4,850 sq.ft.	.15	$ 750.00
Steel - 198'	6 Men 3 Wks. 6(5) 3	90 man days	40.00	3,600.
60'	6 Men 1-1/2 Weeks	45 man days	40.00	1,800.
Piling	3 Men 1 Week 5 (3)	15 man days	40.00	600.
Cost Item #15				6,750.
BYBEE DETOUR				
Temporary Structure - In & Out				26,980
Temporary Fills				152,000
Base, Leveling Course, A.C. Paving				33,100
Temporary Railing on Fill				1,700.
Temporary Rail on McLoughlin				800.
Cost Item #16				214,580.

Base Leveling Course & A.C. Paving on Bybee East & West Approaches:

East Approach $(\frac{44}{3}$ yds$)(\frac{663}{3}$ yds$)$ = 3,242 sq.yds

West Approach $(\frac{44}{3}$ yds$)(\frac{210}{3}$ yds$)$ = 1,027 sq.yds

4,269 sq.yds. @ 3.00/sq.yd. 12,807.

Cost Item #17

Embankment additional to existing East & West Bybee Approaches:

East $3750
West 2360

Cost Item #18 6,110.

Kelley & Associates Engineers
Portland, Oregon

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NOV 15 1966
FOR FILING

77741

Salem, Oregon 97310
November 14, 1966

17th and Powell Boulevard

Mr. F. B. Morgan
Construction Engineer
BUILDING

1174

A few days ago I handed you a couple of maps depicting a new plan for the separation of the highway and railroad at this intersection. You were requested to analyze the plan for its shortcomings and advise me in the near future.

Please complete this assignment prior to November 18.

F. B. Klaboe
Assistant State Highway Engineer

FBK:erb

cc: Victor D. Wolfe

FORM E-30 50M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
November 14, 1966

SUBJECT: 17th and Powell Boulevard

To: Mr. F. D. Morgan
Construction Engineer
B U I L D I N G

1174

REFERRED TO
D. Staudenmeyer
By Construction Engineer

A few days ago I handed you a couple of maps depicting a new plan for the separation of the highway and railroad at this intersection. You were requested to analyze the plan for its shortcomings and advise me in the near future.

Please complete this assignment prior to November 18.

B/up Fri. 25th

F B Klaboe
F. B. Klaboe
Assistant State Highway Engineer

NOTED
F. B. KLABOE

FBK:srb

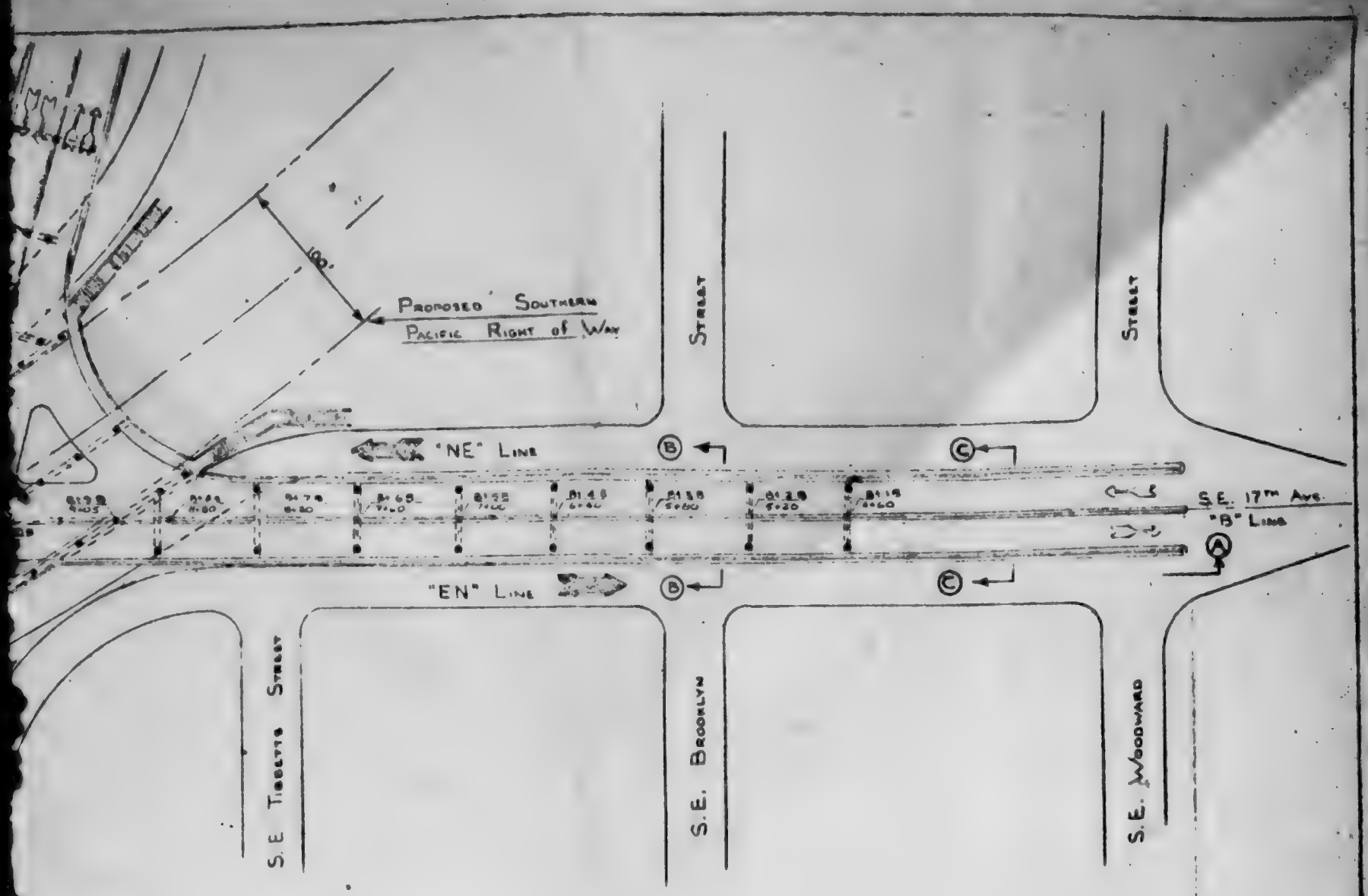
cc: Victor D. Wolfe

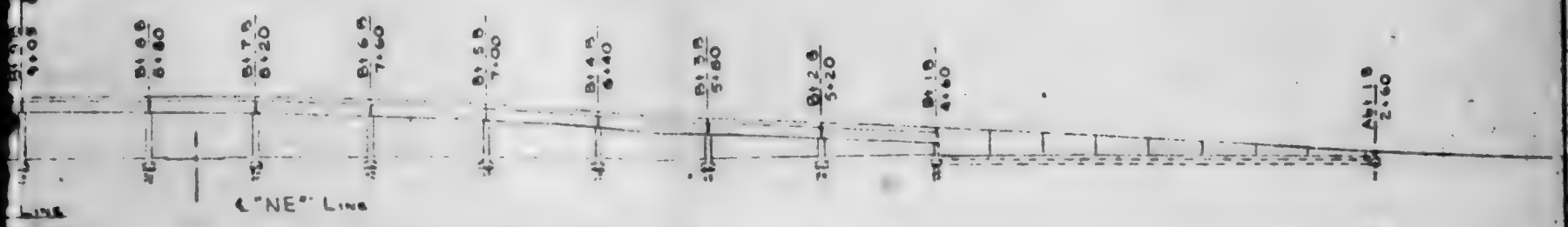
11-28-66
Peter advised no further action until data from K-K. is received.
F.M.S.

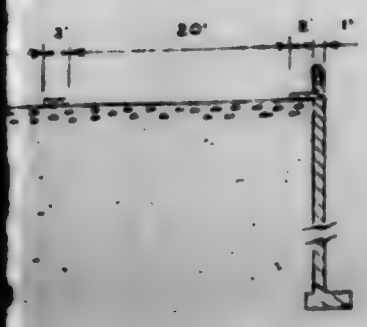
Routing

Morgan	MM	Pease	
Decker		Morelock	
Bond		Trout	
Barbee		Scott	
Walker		Wills	
Glenn		Litchfield	
Swan		Olson	

RECEIVED
NOV 15 1966
CONSTRUCTION
DIVISION



Plan View Proposed S.E. 17th Ave. & S.E. Powell Blvd. Over Pass
Scale: 1" = 50'

East Elevation Proposed S.E. 17th Ave & S.E. Powell Blvd Over Pass
Scale: 1" = 50'



Section C-C
Scale: 1" = 10'

DATE	DESCRIPTION	BY
11-17-66	100 ft Rail Road R/W	DH
11-17-66	Number of ℄ obtaining of bents	DH
11-28-66	General Frame	C.T.

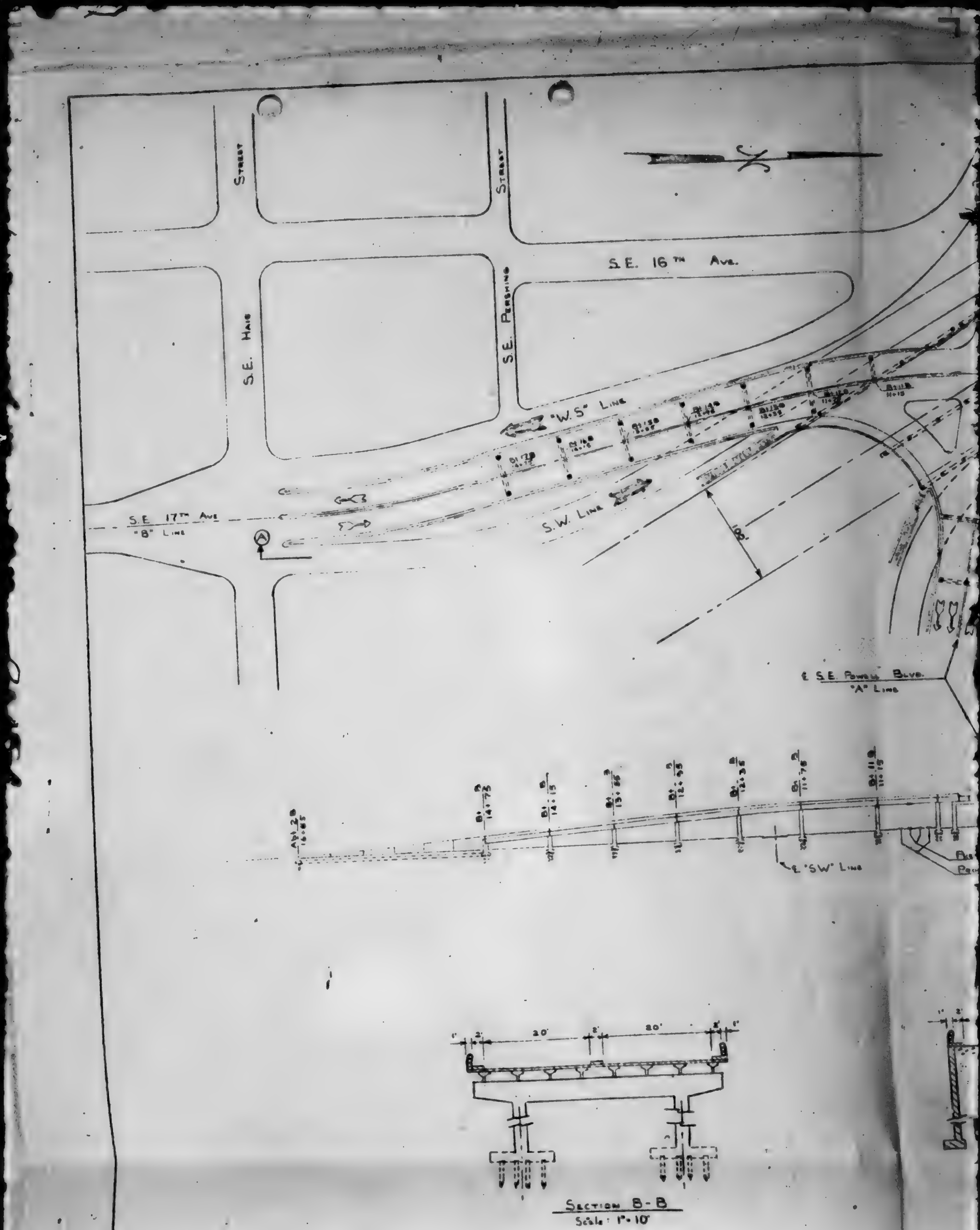
I-B-2
DRW. NO. P-4
1 of 2

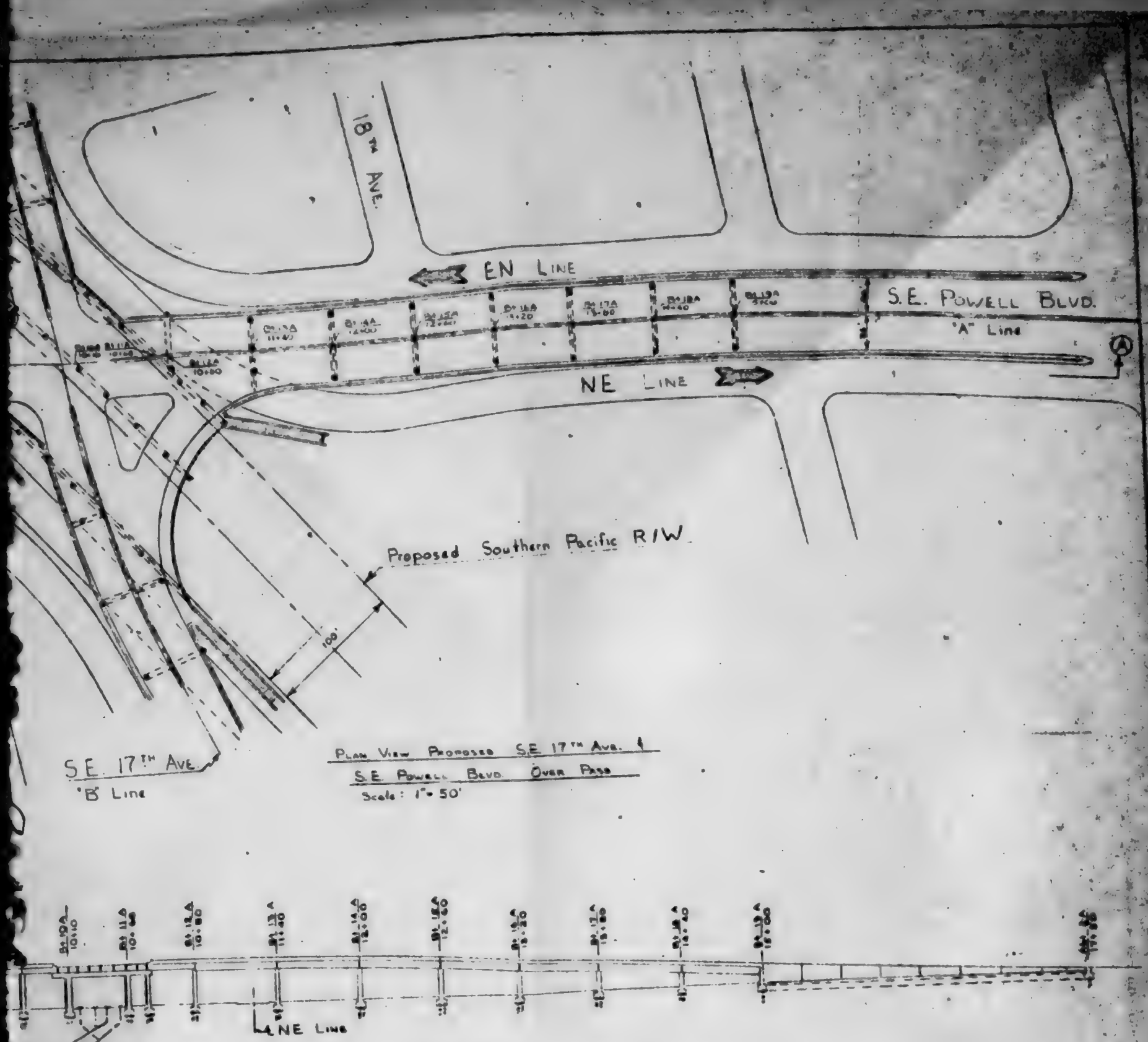
SOUTHERN PACIFIC COMPANY
65 MARKET STREET SAN FRANCISCO, CALIF.

PRELIMINARY PLAN
PROPOSED PLAN & ELEVATION VIEW
S.E. 17TH AVE. & S.E. POWELL BLVD.
OVER CROSSING PACIFIC LINE,
MAIN LINE.
PORTLAND, OREGON
SCALE AS INDICATED NOVEMBER 1966

KELLEY & ASSOCIATES ENGINEERS
1420 S.W. 12TH AVE. PORTLAND, OREGON

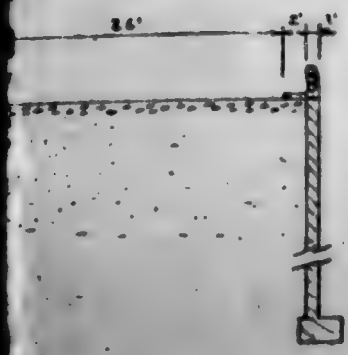
NOV 28 1966


Street
Street
S.E. 16th Ave.
S.E. Hall
S.E. Pershing
"W.S" Line
S.E. 17th Ave
"B" Line
S.W. Line
18'
℄ S.E. Powell Blvd.
"A" Line
℄ "SW" Line
20'
2'
20'
Section B-B
Scale: 1"=10'



PLAN VIEW PROPOSED S.E. 17TH AVE. & S.E. POWELL BLVD. OVER PASS
Scale: 1" = 50'

SECTION A-A
SOUTH ELEVATION PROPOSED S.E. 17TH AVE. & S.E. POWELL BLVD. OVER PASS
Scale: 1" = 50'



ON C-C
1" = 10'

I-B-2
DRW. NO.
P-4
2 of 2

DATE	DESCRIPTION	BY
11-15-66	100' Rail Road R/W	DH
11-15-66	Number of & stations of bents	DH. CF.
11-28-66	General Remarks	

SOUTHERN PACIFIC COMPANY
65 MARKET STREET SAN FRANCISCO, CALIF.

PRELIMINARY PLAN
PROPOSED PLAN & ELEVATION VIEW
S.E. 17TH AVE. & S.E. POWELL BLVD.
OVER CROSSING PACIFIC LINE
MAIN LINE.
PORTLAND OREGON
SCALE AS INDICATED NOVEMBER 1966

KELLEY & ASSOCIATES ENGINEERS
1420 S.W. 12TH AVE. PORTLAND, OREGON

NOV 28 1966

SW LINE

S.E. POWELL BLVD
"A" Line

WS LINE

S.E. 13TH AVE.

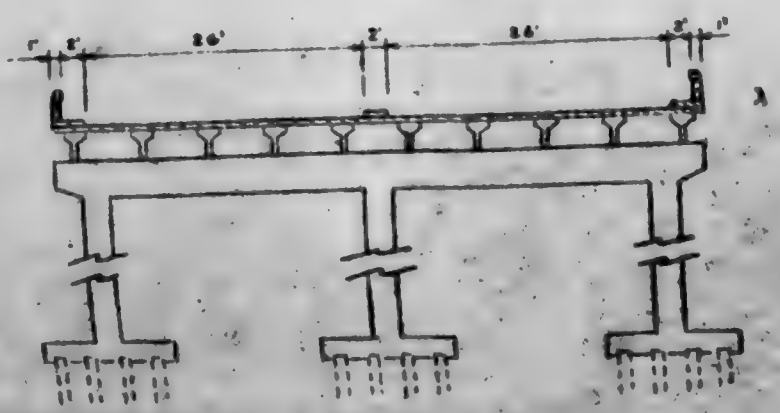
S.E. 14TH AVE.

S.E. 15TH AVE.

S.E. 16TH AVE.

2 "SW" Lane

Existing Main L
Proposed Side



Section B-B
Scale 1"=10'

Sectio
Scale

"A" LINE
PROPOSED S.E. POWELL BLVD PROFILE (OVER CROSSING)
Scale: Horizontal = 1" = 50'
Vertical = 1" = 5'

℄ Bt 19A
Sta 13+20

℄ Bt 17A
Sta 15+80

℄ Bt 18A
Sta 14+40

℄ Bt 19A
Sta 15+00

600'±

300' V.C.

East End
S.E. Powell Blvd.

"B" LINE
PROPOSED S.E. 17TH Ave.
Scale: Horizontal: 1" = 50'
Vertical: 1" = 5'

℄ Bt 15B
Sta 13+55

℄ Bt 16B
Sta 14+15

℄ Bt 17B
Sta 14+75

600'±

300' V.C.

South End
S.E. 17th Ave.

NOV 28 1966

T-B-2
DRW. NO.
P-45
1 of 1

DATE	DESCRIPTION	BY
11-17-66	NUMBER of ℄ Stations at bents	DH DH
11-28-66	Station of Bents	

SOUTHERN PACIFIC COMPANY
65 MARKET STREET SAN FRANCISCO, CALIF.
PRELIMINARY PLAN
PROPOSED PROFILE GRADE
S.E. 17TH AVE & S.E. POWELL BLVD.
OVER CROSSING PACIFIC LINE
MAIN LINE.
PORTLAND, OREGON
SCALE AS INDICATED. NOVEMBER 1966
KELLEY & ASSOCIATES ENGINEERS
1420 SW 12TH AVE. PORTLAND OREGON

℄ BT 1 B
Sta 4+60

℄ BT 2 B
Sta 5+20

℄ BT 3 B
Sta 5+80

℄ BT 4 B
Sta 6+40

℄ BT 5 B
Sta 7+00

℄ BT 6 B
Sta 7+60

℄ BT 7 B
Sta 8+20

℄ BT 8 B
Sta 8+80

℄ BT 9 B
Sta 9+05

℄ BT 10 B
Sta 9+85

INTERSECTION
S.E. 17TH Ave & SE. POWELL BLVD.

℄ BT 11 B
Sta 11+15

℄ BT 12 B
Sta 11+75

℄ BT 13 B
Sta 12+35

℄ BT 14 B
Sta 12+95

℄ BT 15 B

℄ BT 1 A
Sta 4+65

℄ BT 2 A
Sta 5+25

℄ BT 3 A
Sta 5+85

℄ BT 4 A
Sta 6+45

℄ BT 5 A
Sta 7+05

℄ BT 6 A
Sta 7+65

℄ BT 7 A
Sta 8+25

℄ BT 8 A
Sta 8+85

℄ BT 9 A
Sta 9+20

℄ BT 10 A
Sta 10+10

℄ BT 11 A Sta 10+40

℄ BT 12 A
Sta 10+80

℄ BT 13 A
Sta 11+40

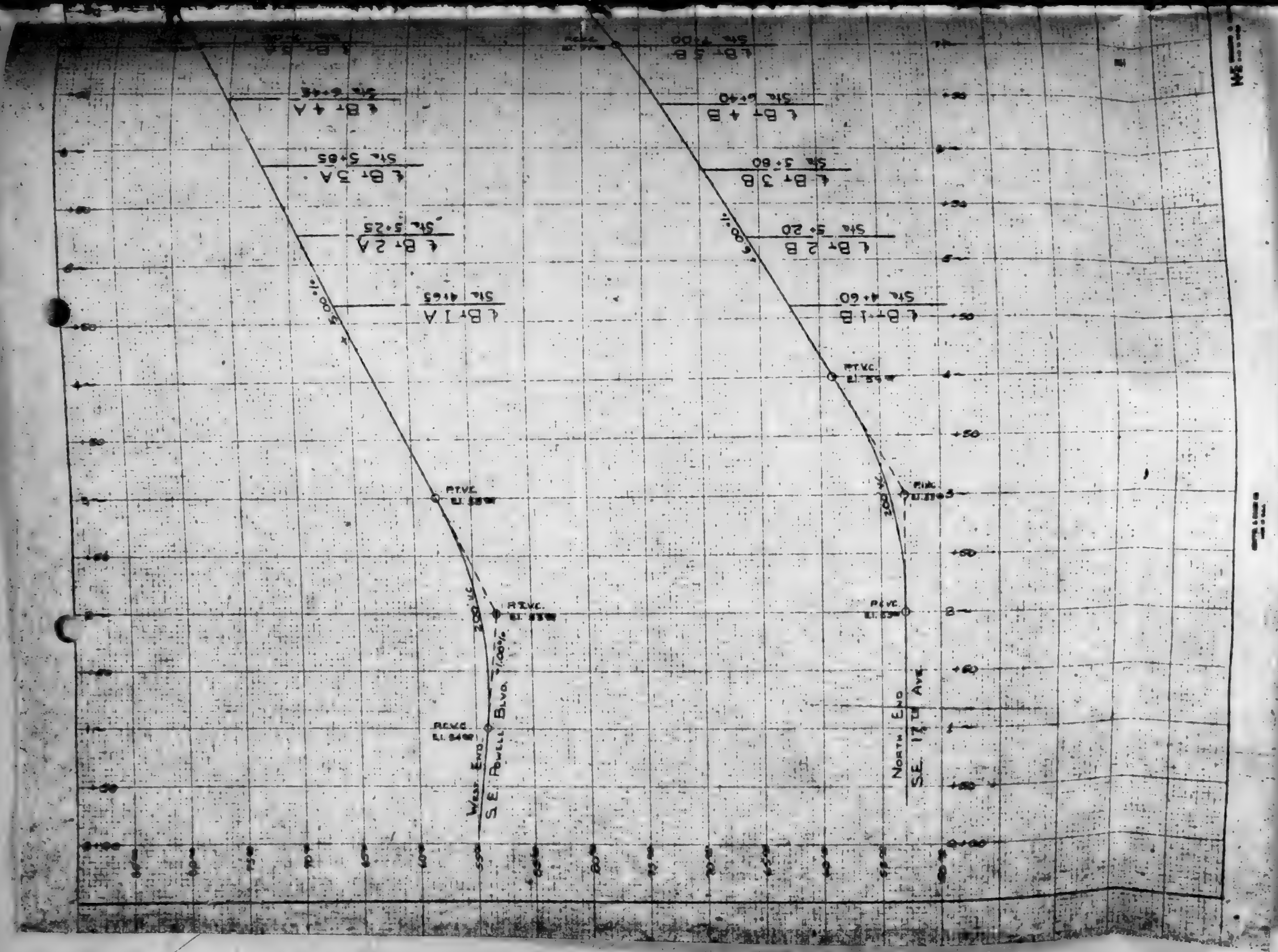
℄ BT 14 A
Sta 12+00

℄ BT 15 A
Sta 12+50

℄ BT 16 A
Sta 13+20

INTERSECTION
S.E. POWELL BLVD & S.E. 17TH AVE.

℄ BT 17 A


S.E. Powell Blvd.
West End
North End
S.E. 17th Ave.
P.V.C.
P.V.C.
P.V.C.
P.V.C.
P.V.C.
P.V.C.
200' V.C.
200' V.C.
℄ Bl. 1 B
Sta. 4+60
℄ Bl. 2 B
Sta. 5+20
℄ Bl. 3 B
Sta. 5+80
℄ Bl. 4 B
Sta. 6+40
℄ Bl. 5 B
Sta. 7+00
℄ Bl. 1 A
Sta. 4+65
℄ Bl. 2 A
Sta. 5+25
℄ Bl. 3 A
Sta. 5+85
℄ Bl. 4 A
Sta. 6+46
℄ Bl. 5 A
Sta. 7+06

RECEIVED
MAY 20 1966
FOR FILING
7-2411

May 19, 1966

Mr. H. H. Williamson, Chief Engineer
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Attention: Mr. T. H. Kruttschnitt

Dear Sir:

Your File: 911700/311

About a month ago you submitted to us a plan prepared by Kelley and Associates for a grade separation with your main line at S. E. 17th and Powell Boulevard in the city of Portland. Our people have reviewed this plan in considerable detail and offer the following comments.

(1) We cannot approve lowering Powell Boulevard to an elevation below 34. From information at hand, it would appear that this is about the lowest that can be drained by gravity means.

(2) We feel that an at-grade intersection between Powell Boulevard and S. E. 17th in the proposed manner will create problems and difficult left-turn movements even though adequate signs and signals are installed.

(3) We have not attempted to accurately estimate the cost of the necessary railroad structure but a cursory study indicates that this plan may be more expensive than the Stretch suggestion.

We are reluctant to initiate a suggestion as to the percentages of responsibility on a cost-sharing project. However, we will be glad to discuss the matter with

FORM E-30 80M 10-65 SP*23401-734

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 12, 1966

SUBJECT: Intersection - 17th & Powell Boulevard
SPRR Company Plan
Mt. Hood Highway
City of Portland

To:
Mr. R.L. Porter
Deputy State Highway Engineer
Building

NOTED
R. L PORTER

Reference is made to the April 19 letter from Mr. H. M. Williamson of the SPRR which transmitted to us a tentative plan developed by their consultants, Kelley and Associates, which would depress the streets below the SPRR tracks at the intersection of 17th and Powell Boulevard.

A cursory examination of their plan shows that the streets were taken down on 6% grades with approximately 30 mph vertical curves, going under the railroad with a grade difference, finish to finish, of 23 feet. Center line elevation at the low point was shown as elevation 30.0. This would affect the area from 14th to 20th on Powell and Woodward to Haig on 17th Street.

A review of the vertical clearance necessary for going under the railroad suggests 16 feet of clearance plus 4 more feet for signals for what will be a quite blind intersection. Our Bridge Division, on a shotgun review, says that the depth of beam necessary for the members at right angles to the railroad might approach 16 feet. If such is the case, a grade difference of up to 36 feet might be expected with a low point elevation of around 17.

Any material drop in bottom elevation from that used by the consultant would mean starting the streets down sooner and would require revision or closure of the next cross street in each direction on both Powell and 17th Street.

Data received from the Corps of Engineers on high water in the Willamette River near the Morrison Bridge shows elevation 30 as about a 40-year flood and an elevation of 17 as a 2-year flood. Presumably gravity drain would not be practical under any undercrossing plan.

A shotgun estimate of the railroad structure, the two roadway structures and the extensive retaining walls needed for the lower grade line (to elevation 17) is around $5,000,000. No drainage, street work or right of way was attempted.

It would appear that this would be difficult and expensive both to construct and to maintain and would have nothing to recommend it over the plan previously submitted to the SPRR consultant.

The plan submitted by the SPRR is enclosed. If further data is desired please advise.

F. D. Morgan
Construction Engineer

By A D Olson
A. D. Olson
Urban Engineer

ADO:jp
Attach

OFFICE OF
STATE HIGHWAY ENGINEER

Southern Pacific Company

3292

APR 22 66

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. D. NISBEN
ASSISTANT CHIEF ENGINEER
G. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

April 19, 1966

IN REPLY PLEASE REFER TO
911700/311

Klaboe
See me please

Mr. Forrest Cooper
State Highway Engineer
State of Oregon
Salem, Oregon 97310

Dear Sir: Attention: Mr. R. L. Porter
Deputy State Highway Engineer.

With your letter of December 28, 1965 you furnished our Consultants, Kelley and Associates, a sketch map of one idea developed by your Department for a separation of the railroad grade crossing at 17th St. and Powell Blvd. in the City of Portland.

As a possible alternate, the Consultants have developed a tentative scheme to effect this grade separation by means of depressing the street intersection beneath a railroad bridge, as illustrated on the enclosed print of drawing dated March, 1966.

We realize that the drawing does little more than depict a general conception of how the problem might be solved. Many details would have to be worked out and we realize that a four-track bridge of this length presents serious problems, especially in the substructure. We don't want to pursue this type of solution any further unless you agree that it has some merit. This plan has received some indications of acceptability from various City representatives.

We would appreciate whatever comments you care to make.

You have previously indicated to Mr. Kruttschnitt that the Highway Commission might be receptive to a cooperative project for a separation at this location if funds from local sources were made available. We would appreciate whatever information you can supply as to a cost-sharing program which you might be willing to recommend to your Commission.

We would like to request that, for the present, any exchange of information between us not be publicized and be kept within our respective organizations.

Thank you for your consideration.

Yours very truly,

H M Williamson
by

Attach.

cc: (Cont'd)

Mr. Forrest Cooper

April 19, 1966

cc: Mr. R.R. Kelley
Kelley & Associates Engineers
1420 S.W. 12th Avenue
Portland, Oregon 97201

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OREGON
STATE HIGHWAY COMMISSION

V.S.P.
NKLIN ST.

F1.43

S.E. PERSHING ST.

SOUTHERN PACIFIC COMPANY
65 MARKET STREET SAN FRANSISCO, CALIF.

PRELIMINARY PLAN

PROPOSED GRADE SEPARATION

PACIFIC LINES MAIN LINE

S.E. 17TH AVE. & S.E. POWELL BLVD.

PORTLAND, OREGON

SCALE : 1" = 50' MARCH 1966

KELLEY & ASSOCIATES ENGINEERS
1420 S.W. 12TH AVE. PORTLAND, ORE

To Brooklyn Yard

S.E. TIBBETTS

Fl. 372

Fl. 344

200' V.C.

6+75

56=

Abandon 24" V.S.P.

Fl. 140?

Fl. 43?

LIN ST.

16TH AVE.

200 V.C.

60'

30'

6'

18'

24'

Lower grade to pass under walls.

RANKLIN ST.

S.E. 15TH AVE.

AVE.

8'
6'
26'
26'
6'
8'
6'
8'
8'
200' R/W
200' S/W
Relocate and rebuild existing brick sewer with reinf. conc.
EXISTING 9'-6" BRICK SEWER
Fl. 182

52.3

51.3

Copper Road

6900
5027

SEVENTH AVE.

700 W.G.

Rebuild existing
6'-0" brick sewer
with reinf. conc.
Lower grade to
pass under walls.

start

Rebuild existing 6'-0" brick sewer with reinf. conc. Lower grade to pass under walls.

26" Beaver St.
Outer St. very difficult to build - Shoo fly?

6' 6' 18" 18" 6'

6" 6" 24" 30"

Fl. 218

Fl. 230

200' V.C.

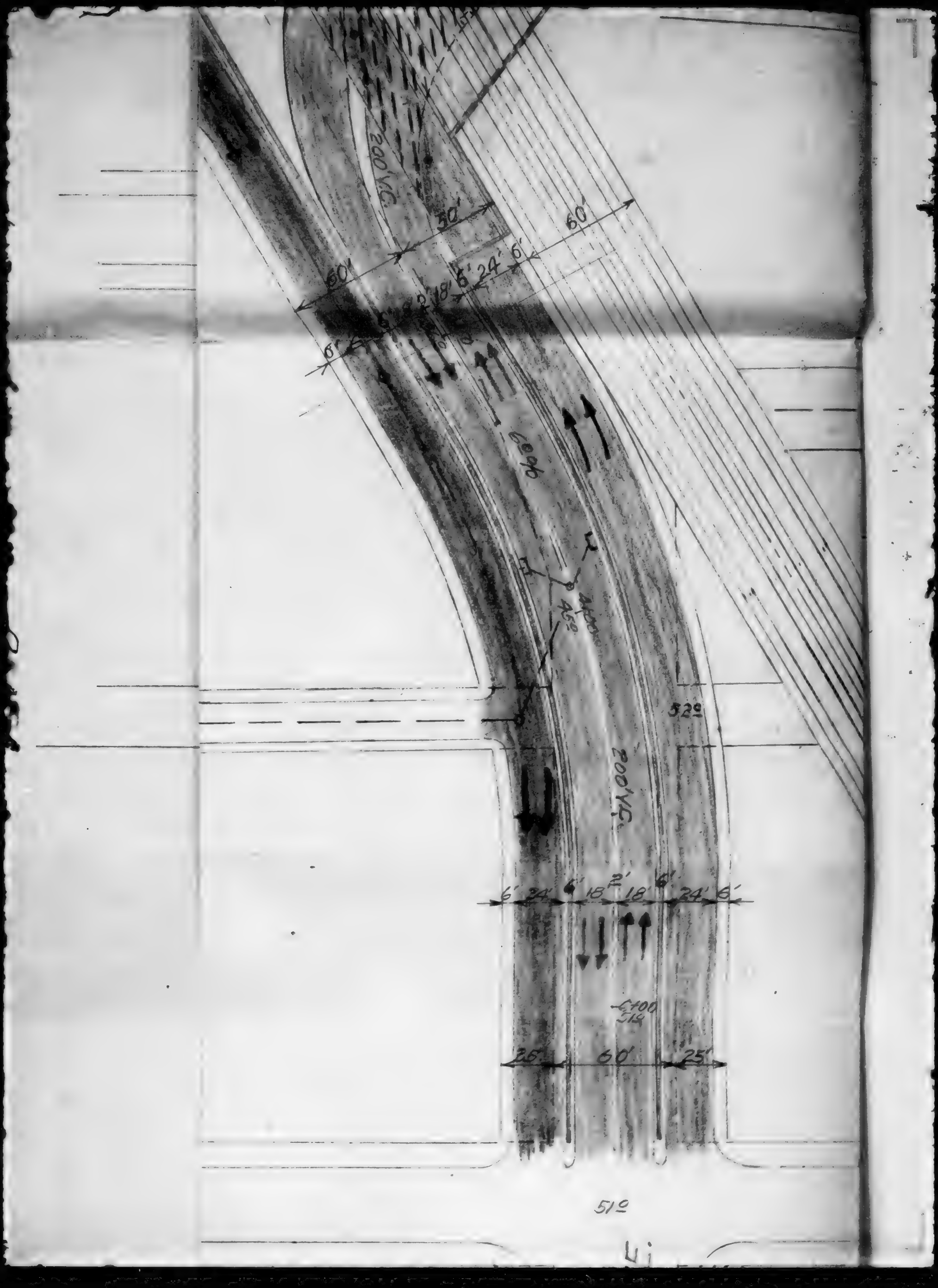
200' V.C.

50'

60'

60'

6' 18" 18" 24" 6'


200' V.C.
50'
60'
60'
6'
2'
18'
6'
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26'
60'
25'
52°
51°

RECEIVED
MAY 3 - 1966
FOR FILING
C 7711

May 2, 1966

Mr. Carl Wendt
Public Works Coordinator
City of Portland
City Hall
Portland, Oregon 97204

Dear Mr. Wendt:

This is in response to your telephone call April 29 which had to do with an article in the Oregonian relative to the eligibility for Federal-aid funds of a grade separation at 17th and Powell.

Federal-aid highway laws and regulations make provision for such projects where they are on the Federal-aid system. (Powell Boulevard in the vicinity of 17th is not on the Federal-aid network.) The cost of such projects must come from Oregon's regular annual apportionment. The only difference between this type of project and a regular Federal-aid project is that on a grade separation job the Federal Government will pay 90 percent (or in some cases, 100 percent) of the cost, whereas on regular Federal-aid projects it pays approximately 61 percent of the cost in Oregon.

Oregon receives about $13.8 million in Federal-aid funds annually. All funds apportioned to date have been committed so that if the 17th and Powell project were considered and could be made eligible, monies would have to be derived from some future apportionment. As this is the total amount that Oregon receives for its state-wide system, the Highway Commission has not been able to allocate sufficient of these funds to underwrite the 17th and Powell project.

The fact that the Federal Government uses a higher match ratio on grade separation projects than on regular Federal-aid projects does not provide Oregon with more overall highway revenue.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc Forrest Cooper
F. B. Klaboe
Victor D. Wolfe

RLP:ms

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APR 26 1966
FOR FILING

1420 S.W. 12TH AVENUE, PORTLAND, OREGON 97201 · 226-4195

Kelley & Associates Engineers

7741

April 22, 1966

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
State of Oregon
Salem, Oregon

Attn. Mr. R. L. Porter, Deputy State Highway Engineer

Re: 17th & Powell Grade Separation, Portland, Oregon

Dear Sir:

At the request of Mr. H. M. Williamson of the Southern Pacific Company, San Francisco, under date of December 23, 1965, you sent us one print of Portland Plan L-2 of the above subject dated December 1963.

Will you be so kind as to send us another print of same.

Yours very truly,

KELLEY & ASSOCIATES ENGINEERS

R. R. Kelley

RRK:ts

4-26-66
one copy of drawing: "17th & Powell Grade Separation, Portland, Plan "L-2", December 1963" sent to R. R. Kelley.

RECEIVED
APR 25 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
MAY 22 1972
FOR FILING

NOTE AND SEE ME
PLEASE ANSWER
FOR YOUR APPROVAL
COMMENTS 7741

102-734
OHD E (OOX REV. (4-68)
SP-F224

OREGON STATE HIGHWAY DEPARTMENT
INTER-DEPARTMENT CORRESPONDENCE
Portland, Oregon 97213
March 17, 1966

MEMO TO THE FILE

SUBJECT: Meeting with City of Portland regarding Mt. Hood Freeway

TO:

See Item 4

44

At 10:30 a.m., March 16, a meeting was held in the office of Mr. Norman Drulard, City Engineer for the City of Portland, concerning the proposed Mt. Hood Freeway. In attendance for the City of Portland were Messrs. Drulard; Carl Wendt, Director of Transportation; Don Bergstrom, Traffic Engineer; and Fred Fowler, Highway Coordinator. In attendance for the Highway Department were Messrs. Fred Klaboe, Assistant State Highway Engineer; D. J. Barbee, Assistant Construction Engineer; and A. E. Johnson, Metropolitan Engineer.

Primary interests at this meeting were five points previously submitted by letter from Commissioner William Bowes to Mr. Forrest Cooper. These points were discussed individually, and at length, after Mr. Klaboe had stated, on inquiry from the City, that he felt a hearing for the Mt. Hood Freeway would be necessary for that portion from the Marquam Bridge to I-205 in spite of the fact that this route was the subject of a hearing in connection with an earlier proposed I-205 route. Following are the various points discussed and conclusions arrived at during the meeting:

(1) In regard to the Mt. Hood Freeway missing the Metropolitan Printing Company building to which a recent addition has been constructed, Mr. Klaboe stated that a study would be made and that primarily it would be a matter of economics as to missing the building.

(2) This item involved a proposal by the City that an underpass of the railroad be constructed between

11th and 12th Avenues and S. E. Milwaukie Avenue. It was indicated that this would not interfere with our plans, and is considered by the Highway Department to be a City problem. However, Mr. Klaboe indicated that such an underpass would be done to approximate elevation 28, which would be below the 50-year flood and may require special drainage by the City.

(3) The City has proposed that we provide on and off-ramps to and from the west and north between S. E. 12th Avenue and S. E. 17th Avenue. The proposed plans by the Highway Department at the present time indicate an eastbound on-ramp and a westbound off-ramp at this location. Mr. Fowler contended that we were not providing adequate off-ramps for traffic from the north, inasmuch as off-ramps would be available only at the Morrison Bridge and S. E. 35th Avenue. Mr. Barbee pointed out that there would be an off-ramp to Union Avenue southbound; however, Mr. Fowler insisted that we should provide the requested ones between S. E. 12th and 17th Avenues. It was pointed out that our Traffic Division had made a study of this situation and this study indicated that an additional westbound on-ramp at this location would only induce overloading of the Marquam Bridge. The City requested and received a copy of the Traffic Division analysis for study and Mr. Klaboe indicated that a study would be made by the Highway Department to determine if a southbound off-ramp could be built without the accompanying on-ramp. This would eliminate feeding additional traffic onto the Marquam Bridge.

don't remember this J

(4) This item involves a request by the City that the freeway be lowered at S. E. 17th Avenue to permit 17th Avenue to cross over the freeway. Our plan now indicates the freeway going over S. E. 17th Avenue on a fill section. Mr. Klaboe indicated that if drainage problems can be worked out, we would consider going under 17th Avenue unless other problems would prevent it, or unless the difference in cost would prove excessive. He stated that a depressed section would, in his opinion, be preferable.

(5) This involves a request by the City that the section of the Mt. Hood Freeway to S. E. 17th Avenue be made a part of the Marquam Interchange and a part of Interstate highway. Mr. Klaboe stated that a request of this type had been submitted to the Bureau of Public Roads

previously and had been turned down. He agreed that he would attempt another try, and the City proposed to submit a letter regarding their cooperation in developing one-way grids, etc., at the terminus of this portion.

Mr. Bergstrom asked about the possibility of constructing the Mt. Hood Freeway to about S. E. 20th or 21st Avenue with temporary connections to City streets so that this portion of the Mt. Hood Freeway could be used prior to completion of the balance. Mr. Klaboe agreed that efforts should be made to get this portion constructed as soon as possible rather than wait for the entire route to I-205.

Original Signed by A. E. Johnson

A. E. Johnson
Metropolitan Engineer

AEJ:sh

cc Mr. F. B. Klaboe
Mr. F. D. Morgan

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MAY 22 1972
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77411

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 11, 1966

Assignment FBK-444 - Completion
SUBJECT: Mount Hood Freeway

Item 4

Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

Reference is made to your letter of February 8 and Mr. Bowes' letter of February 1 in regard to the Mount Hood Freeway from 7th to 30th Avenue.

As mentioned in my letter of February 17, we referred Mr. Bowes' suggestion in regard to ramp revisions to the Traffic Division, and requested data from the Corps of Engineers on current high water curves. Replies have been received in both instances so that the assignment may now be completed.

Mr. Bowes' letter had 5 points for our consideration:

1. A line revision to miss the Metropolitan Printing Company is under study and presumably can be made; however, alternate estimates will not be made until the ramp problem in Point 3 is settled.

2. The underpass of the railroad for S. E. 11th and 12th Avenues has an indicated profile of 28° in the undercrossing. Elevation 28° (City of Portland datum) scales to be a 7-year flood frequency on data recently received from the Corps of Engineers.

3. The reversal of the ramp pattern to provide movements to and from the west between S. E. 12th and S. E. 17th is the subject of the attached two page letter from the Traffic Division, in which they point out that elimination of the ramps to and from the east at 12th Avenue would overload the ramps to and from the east at 22nd Avenue and would throw a heavy load on the east-west couplet between 12th and 22nd. Building ramps to and from the west in the vicinity of 17th would provide ready access to and from the west and would primarily pull local traffic destined for the Ross Island and

Hawthorne Bridges on to the Marquam Bridge rather than move traffic northerly as suggested. Mr. Crandall's attached letter points out this and other problems, and recommends denial of the request.

4. S.E. 17th Avenue is shown going under the railroad at 17th and Powell and over the Mt. Hood Freeway. An examination of their proposed profile, as noted on their map, indicates a low elevation of 30.4 which would scale to be about the elevation of a 43-year flood. At the freeway, 17th has an elevation of approximately 54 feet which would give the freeway a possible finish grade of 31 feet assuming 16-foot clearance and 7-foot depth of beam. Further study is being made on raising 17th, reducing depth of beam and also the effect the river elevation would have on the drainage at this point to see if it is feasible to go under 17th as requested. If the ramp revision requested is not made, the importance of 17th should reduce and previous plans which connect 17th to 20th and 21st by going over the railroad may be preferable to building the "bath tubs" at the railroad and the freeway.

5. Extension of Interstate 5 easterly to the 17th Street area as suggested by the City would seem impossible from previous experience.

Attached is a sketch showing the area in question with their suggested line change and ramp reversals shown in red. Traffic (1985 projection) is shown in red for their plan and blue for original pattern.

Further study is being made on the drainage problems at 17th; however, this report is being sent in advance since the above information may be sufficient for preliminary discussions.

F.D Morgan
Construction Engineer

By A D Olson

A.D Olson
Urban Engineer

ADO:kp
Enclos.

RECEIVED
FEB 3 - 1966
FOR FILING
C 7741

Second Proj
Muni
Portland for Map.

February 2, 1966

Kelley & Associates Engineers
1420 S. W. 12th Avenue
Portland, Oregon 97201

Attention: Mr. R. R. Kelley

Gentlemen:

Reply is made to your letter of February 1, concerning proposed improvement of McLoughlin Boulevard between S. E. Roadway Street and S. E. Ronalds Street. Mr. R. L. Porter has handled this matter previously and I forward you such information as is available during his absence. The basic facts of concern to you are as follows:

There has been a programming of funds for six laning McLoughlin Boulevard from Ross Island Bridge southerly to Roadway Street. This survey is now underway. The survey for improvement is at present anticipated to be 100 percent state funds. The survey will be continued beyond S. E. Roadway toward Nehalem and will eventually involve the Bybee Street crossing. As yet, we have given this structure no study since funds will not be available for the improvement south of Roadway during the current biennium.

Presently there has been no firm Second Court programming of funds for any improvement at 17th and Powell. We will continue contact with you should the programming of any funds become eminent.

We will study the Bybee Street structure and advise you of our findings.

Very truly yours,

cc: Forrest Cooper
R. L. Porter
F. B. Klaboe
Victor D. Wolfe
L. W. Kulion

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

T..stg

2776

Tom:

Apparently Mr. Porter has been handling this thing himself, so I forward it to you simply stating that no acknowledgement or anything has been done.
File attached.

VDW:mc

2776

FEB 1 66

1420 S.W. 12TH AVENUE, PORTLAND, OREGON 97201 · 226-4195

Kelley & Associates Engineers

January 12, 1966

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon 97310

Subject: S.E. McLoughlin Blvd. (US 99E) between S.E. Reedway St. and S.E. Nehalem St. -
Request for planning information regarding future widening of.

Reference(1): Letter identified by Reference No. 911700/311 dated 12-23-65 from Southern Pacific Company by H.M.Williamson, Chief Engineer, to Forrest Cooper, State Highway Engineer/R.L.Porter, Deputy State Highway Engineer, Oregon State Highway Dept., Salem, Ore.

Dear Mr. Cooper:

Paragraph 2 of the above listed Reference states as follows: "We" (Southern Pacific Company) "are in the process of concluding a contract with Kelley & Associates Engineers, 1420 S.W. 12th Ave., Portland, Ore. 97201, for consulting engineering services in connection with this" (grade separation at S.E. 17th & Powell Blvd.) "and other"(including Bybee Blvd. Viaduct) "possible projects in the city(Portland)". The aforesaid should constitute sufficient authorization for release of any information requested herein.

By Reference (1) Southern Pacific Company requested preliminary geometric designs which had been worked up for a possible grade separation between the Southern Pacific Main Line and S.E. 17th Ave. and S.E. Powell Blvd., Portland. On December 29, 1965, we received from your office a print of a geometric plan titled "17th & Powell Grade Separation - Portland - Plan 'L-2' dated December, 1963." The cost of the project evidently had been estimated to be $2,430,000 including $965,000 for right-of-way. We sincerely appreciate receipt of said drawing. The geometric concept of handling the prognosticated 1982 vehicular traffic volume by separate routing for S.E. Powell Blvd. and for S.E. 17th Ave. had not occurred to us.

Now, inasmuch as Southern Pacific Company is also contemplating certain possible improvements to be made to that strip of land situate parallel and adjacent to the easterly right-of-way boundary of S.E. McLoughlin Blvd. and extending from S.E.Reedway St. southerly to S.E. Nehalem St., we have been asked to request certain additional information regarding any planning by the Oregon State Highway Dept. for the future widening of S.E. McLoughlin Blvd.

The aforementioned tract, some 5909 ft. in length, is divided by S.E.Bybee Blvd. at about midway along the 5909 ft. length. The S.E. Bybee Blvd. roadway is elevated over and across S.E. McLoughlin Blvd.(US 99E), a strip of land acquired by the City of Portland, and the Southern Pacific Main Line trackage to San Francisco. The Bybee Blvd. Viaduct compositely consists of three separate structures, namely:

(1) Viaduct over & across McLoughlin Blvd. is a three-span (31'-62'-39') reinforced concrete beam and girder type structure supported

NOTED
JOM EDWARDS

Copy to:

by 4 - three column bents on pile footings; the roadway width is 36 ft. between curbs plus one 5-ft. wide sidewalk with 2'-3" more for the handrail and sidewalk support bracket - both on each side of the roadway giving an overall width of 47'-6". Drawings of the structure are by the O.S.H.D. for Bridge No. 2026 dated Feb. 26, 1934. Applicable drawings are numbered 5200 through 5204. Reinforced Concrete Beam & Girder L.O.A. = 132 ft.±

(2) Viaduct over and across a vacant strip of land existing between easterly R/W boundary of McLoughlin Blvd. and the westerly R/W boundary of the Southern Pacific Main Line Operating Way, is a plate girder type structure with a reinforced concrete deck which carries the Bybee Blvd. roadway over and across said vacant strip of land formerly occupied by a temporary war-built track which was subsequently removed. Said land strip was acquired by the City of Portland in the course of Condemnation Proceedings for right-of-way for proposed ramps to provide access from the northbound lane of McLoughlin Blvd. to Bybee Blvd. and from Bybee Blvd. to northbound lane of McLoughlin Blvd.; said ramps were not constructed. Structure is reported to have been built by War Emergency Funds - no drawings have been located by this office to date. Through steel plate girder L.O.A. = 110 ft.±

(3) Viaduct over and across the Southern Pacific Company's Main Line Operating Way is a plate girder type structure with a reinforced concrete deck supported by gravity type concrete abutments. Through steel plate girder L.O.A. 60 ft. *

As stated hereinabove, acquisition of the necessary land was made by the City of Portland and as the access ramps contemplated were not constructed due to the voters' failure to approve the Bond Issue which was to provide the required funds for construction, there presently exists no direct access to Bybee Blvd. for vehicular traffic proceeding northerly on McLoughlin Blvd. Also, at present, there is no existing direct access to the northerly bound lanes on McLoughlin Blvd. from either the east or westbound traffic lanes on Bybee Blvd.

In order that the through traffic on Bybee as well as those vehicles which would use the proposed access ramps be efficiently handled at the intersection of the respective roadways, it is mandatory that the elevated structure carrying the Bybee Blvd. roadway be designed with not less than two-11-ft. wide traffic lanes each way. With no median strip and presuming the four-11-ft. lanes to be the required minimum, then the roadway width between curbs, which would be acceptable to the City of Portland to adequately carry the daily number of vehicles predicted for, say, the year 1982, could not be less than 44 ft.

The currently existing Structure (1) (OSHD Bridge No. 2026) of the composite Bybee Viaduct has a roadway width between curbs of only 36 ft. Structure (2) has

* Total composite length of existing viaduct = 302 ft. ±

approximately that same roadway width of 36 ft. and Structure (3) has a roadway width of less than either of the other two existing structural entities of the Bybee Viaduct. As a 44 ft. roadway width is considered to be minimal, none of the three structures comprising the existing Bybee Blvd. Viaduct is of adequate roadway width as each structure currently exists. Considering this said inadequate roadway width of each entity as well as the other physical shortcomings of each structure as itemized herein, together with the complete lack of esthetics when viewed collectively along any line of sight, the case for demolition, on-site salvage (if any) and physical replacement appears to be a justifiable remedial measure.

It is our understanding that future planning of the Oregon State Highway Department includes the proposed widening of S.E. McLoughlin Blvd. (US 99E) from the existing four traffic lanes to six traffic lanes. It is our further understanding that the existing roadway of McLoughlin Blvd. is constricted to a lesser width in the immediate vicinity of the Bybee Blvd. Undercrossing (O.S.H.D. Br. No. 2026) due to the length of the center span inherent in the structure's original design.

Now, with the McLoughlin Blvd. roadway limited as currently constructed to four 10-ft. wide lanes by the present Bybee Blvd. Underpass, and with vertical clearance over McLoughlin Blvd. restricted by the said Underpass to less than 14'-8" near the shoulder of the westerly southbound lane, it would appear that the planning for the improvement of McLoughlin Blvd. to include six 12-ft. wide lanes, a 16-ft. wide median strip and two 8-ft. wide shoulders would certainly include the proposed replacement of the existing Bybee Blvd. Undercrossing (O.S.H.D. Br. 2026) with a new structure which would allow adequate vertical and horizontal clearances for McLoughlin Blvd. below as well as support a roadway deck for Bybee Blvd. traffic having a width between curbs of not less than 44 ft.

With rather definite objectives constantly in mind, the preliminary study currently underway for Southern Pacific Company concerning the planning of certain improvements proposed to be made to the 5909 ft. tract of land, previously referred to herein and including the replacement of existing Structures (1), (2) and (3), noted compositely as the Bybee Blvd. Viaduct which roughly bisects the 5909 ft. land strip, there are certain assumptions, facts and opinions which are considered concepts basic to the accomplishment of the objectives and are as follows:

A. In any preliminary engineering study such as the one at hand, experience dictates that one structure supporting a roadway over and across the total required distance preserves the continuity of design and is, therefore, more economically feasible to analyze; design, and construct than completing the same procedure for three smaller structures , the aggregate length of three being equivalent to the total distance required.

B. Item A above is a true statement even though each of the three structures being replaced entirely by the one larger structure, is under separate ownership. The construction tab for the one larger structure can be allocated to each owner on some equitable pro rata basis which bears the approval of all participants thereto.

C. Bybee Blvd., generally speaking, is a City of Portland street; it is not a part of any State or Federal Aid System.

D. McLoughlin Blvd. (US 99E) is a Federal Aid Primary Highway.

E. The Oregon State Highway Department's responsibilities in regard to the Bybee Blvd. Underpass stem from the fact that the McLoughlin Blvd. alignment intersects that of Bybee Blvd. and a grade separation structure (O.S.H.D. Bridge No. 2026) was deemed a necessity as well as the responsibility of the Oregon State Highway Department as far back, at least, as 1934. Therefore, if,as we were advised, McLoughlin Blvd. is planned to be widened to six lanes, then it is a practical certainty that the existing Bybee Blvd. Underpass structure will have to be replaced with a structure having the required horizontal and vertical clearances across and over McLoughlin Blvd. as and when McLoughlin Blvd. is improved to six lanes. To meet the anticipated traffic volume as well as the turning movements from and/or onto the proposed ramps, the new replacement structure will require a roadway between curbs of not less than 44 ft. It is, therefore, reasonable to take for granted that the cost of that portion of the proposed Bybee Blvd. Viaduct which crosses over and above McLoughlin Blvd. will be borne by the Oregon State Highway Department as part of that cost of the planned McLoughlin Blvd. widening project, to be financed on a 60%-40% Federal Aid basis.

F. The City of Portland, as stated hereinbefore, did acquire from the Southern Pacific Company through Condemnation Proceedings two parcels of land lying easterly from the easterly right-of-way boundary of McLoughlin Blvd. - one parcel extending southerly from Bybee Blvd. some 906 feet and the other parcel extending northerly from Bybee Blvd. some 894 ft.; said parcels were acquired specifically for access ramps proposed to be constructed between Bybee Blvd. and the northbound lane of McLoughlin Blvd. The northerly parcel No. 1 is said to contain 1.230± Acres; whereas the southerly parcel No.2 is reputed to contain 1.242± Acres. The original ramps contemplated but not built were proposed to be constructed as roadway embankment. However, in order to reduce the area of land required by the unretained embankment slopes, it is presently planned to construct the two ramps of reinforced concrete, with the possibility of using pre-stressed concrete beams such as Lin Tees for the roadway deck system. It is to be anticipated that the City of Portland will provide the necessary land for the Bybee-McLoughlin Blvd. ramps' right-of-way.

G. Land Parcels No. 1 and No. 2 acquired by the City of Portland for the proposed McLoughlin Blvd.-Bybee Blvd. Access Ramp's right-of-way are both 79.75 ft. in width parallel with the northerly and southerly extremities respectively of the existing Bybee Blvd. Underpass. Again, it could be possible that the cost of constructing the two aforementioned ramps plus an additional 80 ± lineal feet of the Bybee Blvd. Viaduct Structure with a 44 ft. minimum width roadway, could be financed under Federal Aid status of 60% Federal, 20% State, and 20% City of Portland. The market value of the land furnished by the City of Portland for the ramp right-of-way could be applied as a credit against that 20% of the total cost being assessed the City of Portland as a participant in this one section or portion of the proposed Bybee Viaduct including the said access ramps thereto.

H. Upon the satisfactory review by the Southern Pacific Company of the report of our preliminary studies and findings when completed and upon the approval by the City of Portland Council of those improvements which will be set forth in our report as contemplated to be made to that aforementioned 5909 ft. strip of land, the Southern Pacific Company may have available certain funds from which to make voluntary financial contributions towards offsetting a portion of the total cost of construction of the rail-vehicle grade separation as proposed to be constructed at (1) S.E. 17th & Powell Blvd. and proposed for reconstruction at (2) S.E. Bybee & McLoughlin Blvd. By implication or otherwise, the foregoing statement is not to be construed as a commitment of any kind on behalf of the Southern Pacific Company. The statement is made to indicate that under certain conditions funds could be available to complete that portion of the proposed new Bybee Blvd. Viaduct which would replace all or a portion of the existing 110 ft. thru plate girder span and all of the existing 60 ft. thru plate girder span provided that others owning different sections or portions of the structurally continuous grade separation facility bear their proportionate share of the total cost of construction.

Now, if our information is correct concerning the existence of current plans to widen McLoughlin Blvd. to six lanes in the vicinity of S.E. Bybee Blvd., would you kindly send us prints of those applicable planned revisions which would locate the proposed easterly right-of-way boundary of McLoughlin Blvd. as well as the easterly edge of the roadway pavement in the easterly north-bound lane as currently planned. The latter would give us the necessary information to set the westerly edge of the roadway pavement for the proposed Bybee Blvd. access ramps from and to McLoughlin Blvd.

A rough schematic sketch attached hereto shows in part the right-of-way pertinent to each of the three existing structures which carries elevated its portion of the Bybee Blvd. roadway. As the reproducible of the schematic sketch was used originally to illustrate other items of proposed improvements, there was not space at the top of the sheet to indicate the full width of the McLoughlin Blvd. roadway or the entire length of

the Underpass Structure as elevated thereover.

The Southern Pacific Company retained Kelley & Associates Engineers to perform certain preliminary and other engineering services to determine the feasibility of certain anticipated projects involving the City of Portland, State of Oregon and Southern Pacific Company in the City of Portland. In the performance of services rendered under our agreement with Southern Pacific Company, we are legally acting as an independent contractor and not in any way or manner whatsoever as agent or employees of Southern Pacific Company.

The contents of this letter constitute an initial effort on our part to cooperate with the various agencies which would be or would become involved in the improvements to the 5900 ft. strip in question, including the Bybee Blvd. Grade Separation Viaduct and further including the controversial 17th & Powell Blvd. Separation Structure. Said agencies include naturally the City of Portland, your own Oregon State Highway Dept. and the Bureau of Public Roads, who, of course, must sanction design and construction accomplished under Federal Aid Highway status.

Obviously there is purposely more than one important facet of the engineering services which we intend to perform for Southern Pacific Company that is not mentioned by name herein. However, at this stage of the intended engineering services performed, be it sufficient to state unequivocally that the matter at hand least requires front page coverage by one of the Hearst, Scripps-Howard or Newhouse daily sentinels of free speech - later most certainly - but now, no. Your cooperation in maintaining the status quo in regard to the aforesaid matter will be sincerely appreciated.

Respectfully yours,

KELLEY & ASSOCIATES ENGINEERS

R. R. Kelley

RRK:ts
Enclosure

RECEIVED
FEB 1 1966
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
JAN 27 1966
FOR FILING
7741

JAN 19 [illegible]

32-10

Honorable Wayne Morse
United States Senator
706 U. S. Court House
620 S.W. Main Street
Portland, Oregon 97205

Dear Senator Morse:

The following information is supplied in response to your January 7 request concerning Mr. Jay R. Yockey's letter of December 31, 1965.

Federal-aid primary, secondary, and urban funds are eligible for use on projects of the type described in Mr. Yockey's letter, providing the projects are on a Federal-aid highway system. Burnside Street in Portland, Oregon, is on Federal-aid Primary Route 1, easterly of Northwest 19th Avenue, and on Federal-aid Secondary Route 635, westerly of Northwest 19th Avenue. The Burnside-Couch Couplet could become eligible for Federal-aid highway funds if the State takes action as required under Federal regulations.

Southeast Powell Boulevard in Portland is not on a Federal-aid system. Federal-aid Primary Route 24, intended to serve this corridor as the proposed "Mt. Hood Freeway," has a tentative location midway between Southeast Powell and Southeast Division Streets, running approximately parallel to each and joining the Marquam Bridge at the Willamette River.

The Federal share for financing projects in Oregon, whether on the Federal-aid primary or secondary system, is 63.51 percent. Railway-highway grade crossing elimination projects on Federal-aid systems (Section 130, Title 23, U.S. Code) can qualify for 90 percent Federal financing with a 10 percent railroad contribution under certain conditions.

All proposals for use of Federal-aid highway funds are made by the State Highway Department to the Bureau of Public Roads. There has been no proposal made to date for use of Federal-aid highway funds on the Burnside-Couch Couplet.

Sincerely yours,

REX M. WHITTON

Rex M. Whitton
Federal Highway Administrator

Enclosure
Transmitted Correspondence

RECEIVED
JAN 28 1966
NOTED
FRANCIS C. COOPER
NOTED
F. B. KLADOS

FIRST NATIONAL BANK OF OREGON
THIRTY-NINTH AND POWELL BRANCH
3625 S. E. THIRTY-NINTH AVE., P. O. BOX 9571, PORTLAND, OREGON 97243

December 31, 1965

Honorable Wayne Morse
United States Senate
Washington, D. C.

Dear Senator Morse:

On December 15, 1965 the Portland City Council held a hearing on a proposal of the City Engineers to seek secondary road funds for an improvement called "The Burnside-Couch Couplet Project." The four hour hearing resulted in a no-decision bout and was referred back to the City Planning Commission for further study.

The funds consisting of approximately $445,000 would have come from an interest rebate to the City of Portland resulting from last years opinion of Attorney General Thornton. We understand that the State of Oregon would match these funds and that the Federal Government would make available approximately $1,200,000 when a suitable project was decided on by the City of Portland.

During this hearing, petitions were submitted from 3,000 people who would be affected on the Westside Area; these petitions protested the plan submitted to the council. In addition to merchants and businessmen, the plan was opposed in person and by petitions from St. Mary's Cathedral and Trinity Episcopal Church.

As Chairman of the Eastside Improvement Committee, I submitted over 15,000 signed petitions from people who requested that these available funds be used to eliminate the disgraceful railroad crossing at 17th Avenue and Powell Boulevard (Highway 26). This intersection has long been known as the worst intersection in the city of Portland and was so classified in the Sunday OREGONIAN of November 28, 1965.

We have always followed with interest your concern and help given to the voters of the State of Oregon on problems affecting such a large segment of the population.

pn25248

The city council has indicated they may give us a separate hearing for consideration of eliminating the S. E. 17th and Powell traffic congestion problem. We would appreciate any advice you might give us as to whether the same formula proposed by the City Engineers to use Federal funds on an 80-20 basis, presently considered on the N. W. Burnside-Couch Couplet project, could be used to add to those funds now available to construct either an underpass or overpass at 17th and Powell Boulevard.

We are very concerned about this matter. We hope that you will give this your consideration.

Very truly yours,

Jay Yockey

Jay R. Yockey

JRY/mep

PR25248

RECEIVED
DEC 30 1965
FOR FILING

7741

December 28, 1965

Mrs. Earl C. Huck
2715 N. Emerson Street
Portland, Oregon 97217

Dear Mrs. Huck:

I wish to acknowledge receipt of your card of December 23 concerning the inconvenience which is caused at S. E. Powell and 17th by train crossings.

The Highway Department has long recognized the problem. To the present time, due to traffic congestion and the accident problem, the funds for correction of this particular problem have not been available. It might be of interest to you to know that from an accident standpoint the records indicate five more serious areas on Powell Boulevard between the Ross Island Bridge and 82nd Street.

Your card will be made a part of the record concerning this crossing and given due consideration. We are, of course, aware of the delay at this crossing and would appreciate being able to take corrective measures immediately, but with the funds available and the problems facing the Commission such a course has not been possible to date.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

Tom Edwards
Assistant State Highway Engineer

bc Forrest Cooper
R. L. Porter
Victor D. Wolfe

TE:jwa

2715 N. Emerson St., Portland, Oregon 97217
December 23, 1965.

Gentlemen:

Many times our family has been inconvenienced by the long wait at S. E. Powell & 17th because of the railroad crossing, and freight trains switching back and forth.

It is hoped your commission will lend pressure to provide a remedy of the dreadful and unsightly condition at said crossing.

Very truly yours,
Margaret Muck
Mrs. Earl C. Muck

2462
DEC 28 65

~~WOLFE~~
Edw

RECEIVED
DEC 29 1965
FOR FILING

7741

December 28, 1965

Kelley & Associates, Engineers
1420 S. W. 12th Avenue
Portland, Oregon 97201

Attention: Mr. R. E. Kelley

Gentlemen:

At the request of Mr. H. H. Williamson of the Southern Pacific Company, we are enclosing a sketch map of one idea for improving the crossing of S. E. Powell Boulevard and the Southern Pacific railroad in Portland. The plan is depicted on a drawing entitled: 17th & Powell Grade Separation, Portland, Plan "L-3", December 1965. The estimated cost of the proposal is about $2½ million and was prepared by this Department's Construction Division.

It should be understood that this plan has not had the formal attention of the Highway Commission and of the City of Portland, and at this time must be considered as a preliminary idea only.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms
enc.
cc Mr. H. H. Williamson (with copy of drawing)
bc Forrest Cooper
F. B. Kinboe
Victor D. Wolfe
L. W. Bullen

Southern Pacific Company

65 MARKET STREET, SAN FRANCISCO, CALIFORNIA 94105

NOTED
R. L. PORTER

December 23, 1965

H. M. WILLIAMSON
CHIEF ENGINEER—SYSTEM
R. C. NISSEN
ASSISTANT CHIEF ENGINEER
O. J. LYON
ASSISTANT TO CHIEF ENGINEER
J. A. HOLMES
ASSISTANT TO CHIEF ENGINEER

W. J. JONES
ENGINEER MAINTENANCE OF WAY AND STRUCTURES—SYSTEM
A. D. DeMOSS
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES
H. F. DULLY
ASST. ENGINEER MAINTENANCE OF WAY AND STRUCTURES

IN REPLY PLEASE REFER TO

911700/311

Mr. Forrest Cooper
State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. R. L. Porter
Deputy State Highway Engineer

Dear Sir:

This refers to your letter of September 10 to Mr. Kruttschnitt, in connection with a discussion about a possible grade separation where Powell Boulevard (Mt. Hood Highway) intersects our main track in Portland.

We are in the process of concluding a contract with Kelley & Associates Engineers, 1420 S. W. 12th Avenue, Portland, Oregon 97201, for consulting engineering services in connection with this and other possible projects in the City.

Before going too far with an independent investigation of a suitable grade separation structure for this location, we would very much appreciate the opportunity of seeing what your Department has done in the past. In line with the last paragraph of your letter, we would very much appreciate your submitting direct to Mr. Kelley, with a copy to us, whatever details, cost breakdowns or other information is available.

Yours very truly,

H M Williamson
bc

cc: Kelley & Associates Engineers
1420 S. W. 12th Avenue
Portland, Oregon 97201

Attn: Mr. R. R. Kelley

RECEIVED
DEC 27 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 27 1965
OREGON
STATE HIGHWAY COMMISSION

DEC 14 1965
FOR FILING
7741

December 13, 1965

Mr. Herman H. Bestiner
3125 S. E. 20th Avenue
Portland, Oregon 97202

Dear Mr. Bestiner:

Thank you for your December 5 letter concerning the traffic situation at S. E. 17th and Powell Streets in Portland.

The Highway Department is aware of the problem; however, financing is the reason that some remedial action has not been undertaken. A cure for this problem is an extremely expensive undertaking. Because of the many deficient sections in our highway system, the Highway Commission has not as yet been able to set aside sufficient funds for this project.

Your communication will be brought to the attention of the Highway Commission so that it will have the benefit of your thinking when future work is programmed.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
A. E. Johnson

VDW:mc bg

REFERRED TO
admin
BY SECRETARY

2316
DEC 8 65

3125 S.E. 20 ave
Portland Oregon
Dec 5, 1965

State Highway Commission
We also agree with
the other 15,000 Citizenes that
The Railroad Crossing on 17th
and Powell be Eliminated
We along with the other
Citizenes demand an end to
The Horrible traffic Conditions
the danger to our Safety and
Health which must be Cured
Lots of us voted for this
but nothing was done
about it And it is time
Something was done about it
other Places is being fixed

That doesent kneed it as bad as 17th and Powell does it is also dangerous for our Children and we hope some thing is done soon about it

yours truely

Mr Mrs H Boettner

P.S. 3125 S.E. 20 ave

Here is some other citizens names Mr Mrs Richards

3134 S.E. 22 ave

Mr Mr arnold

3411 SE 21 ave

Mr George Hunter

3124 S.E. 20 ave

RECEIVED
DEC 7 1965
OFFICE OF
STATE HIGHWAY ENGR

RECEIVED
DEC - 7 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 7 - 1965

7741

December 6, 1965

454

Mrs. Henry L. Lieske
14723 S. E. Bush Street
Portland, Oregon 97236

Dear Mrs. Lieske:

Reference is made to your November 22 letter concerning the traffic situation at S. E. 17th and Powell in Portland.

The Highway Department is aware of the problem and financing is the reason that some remedial action has not been undertaken. A cure for this problem is an extremely expensive undertaking. Because of the many deficient sections in our highway system, the Highway Commission has not as yet been able to set aside sufficient funds for this project.

Your communication will be brought to the attention of the Highway Commission so that it will have the benefit of your thinking when future work is programmed.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
F. B. Crandall
A. E. Johnson

RLP:ms fn

2192

NOV 24 65

REFERRED TO Admin. BY SECRETARY

Wolff
DRAFT PLEASE

14723 S.E. Bush St.
Portland, Oregon 97236
November 22, 1965

State Highway Commissioner
State Highway Department
Salem, Oregon

RECEIVED
NOV 24 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Dear Sir:

Having lived in the East and Midwest before moving to Portland ten years ago, we were shocked to find that for a city the size of Portland, the City Fathers permitted a railroad crossing to exist as the one on S.E. Powell and 17th. What shocks us more is that nothing has been done to correct the situation in the past ten years.

Portland has grown in the time we have lived here, and we have seen remarkable changes made also in the wonderful freeways and traffic patterns in the approaches to downtown Portland. However, it doesn(t seem consistent that this "Victorian" crossing should still exist in a progressive city.

It has been no end of irritation, annoyance and frustration to the various members of our family who are just a few among many who have been caught in the traffic tie-up that has built up at times when trains have passed through - causing my husband, who is a pastor, to be late for urgent appointments and hospital calls and causing other members of the family to be late for work or classes at Portland State.

We would like to see this remedied as a "first" from state funds that are now or will be available to the city from the recent opinion of Attorney General Robert Thornton.

Hoping to see some favorable action eliminating the railroad crossing on S.E. 17th at Powell, I am,

Very truly yours,

Marguerite Lieske

Mrs. Henry L. Lieske

RECEIVED
NOV 26 1965
TRAFFIC ENGINEERING

Crandall R/W

Duplicate letters to:
The Hon. Mayor Terry Shrunk
Commissioners William Bowes, Ormund Bean, Mark Grayson, Stanley Earl

RECEIVED
NOV 24 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 22 1965
FOR FILING
7741

November 19, 1965

Mr. and Mrs. R. C. Wright
262.5 N. E. Tillamook Street
Portland, Oregon 97212

Dear Mr. and Mrs. Wright:

Thank you for your November 12 letter relative to the traffic situation at 17th and Powell in the city of Portland.

Your Highway Commission is cognizant of the conditions at this site but has not been able to find sufficient money to accomplish a satisfactory remedy. This would be an extremely expensive project and, while there is no question as to its warrant, the problem is entirely one of financing. The Commission is faced with a difficult and frustrating problem in attempting to allocate Oregon's road funds so that the greatest overall benefit is achieved.

Your letter will be brought to the attention of the Highway Commission so that this project, along with other urgently needed work, will be before them at the time future construction programs are formulated.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
F. B. Klabre
Victor D. Wolfe
A. E. Johnson (w/att.)

RLP:ms bg

REFERRED TO
admin
BY SECRETARY

NOTED
R.L. PORTER

2615 N.E. Tillamook St.,

Portland 12, Oregon 97212

Nov. 12, 1965

State Highway Commissioner
Salem,
Oregon

Dear Sir:

Re: Movement by S.E. Portland businessmen to instigate movement to build overpass or underpass at S.E. 17th and Powell Sts.

This crossing is one of the worst I have seen in any city of this size.

There is no good way to cross from N.E. to S.E. Portland East of 11th & 12th Avenues until one gets to 39th Avenue. So, a great deal of traffic takes the devious route from our section of the town across 20th to 20th and Division - West on Division to 17th and then across Powell. A congestion caused by trains at this point is the rule rather than the exception.

There is also a dangerous light traffic situation there. Cars coming North on 17th to cross Powell can turn West on Powell on the same green light that cars going South on 17th are to cross Powell going South. This creates the situation of meeting a car or truck head on, and it is only by great care that accidents have been avoided here. At night, in a rain, it is hazardous!

It is true that 17th and Powell crossing was voted down twice and the reason should be obvious to anyone remembering how this crossing was presented on the ballot to the voters of Portland. It was packaged with a number of other issues, some of which were not wanted. Had it been voted separately, it would have passed!

If there is anything the Highway Dept. can do to influence a better crossing here, it would be appreciated greatly.

RECEIVED
NOV 15 1965
OFFICE OF
STATE HIGHWAY ENGINEER

Very sincerely yours,

Mr. and Mrs. B.C. Wright

B.C. Wright.
(Mrs) B.C. Wright

RECEIVED
NOV 15 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 15 1965
FOR FILING

7741

November 15, 1965

Mrs. Louise P. Feldman
5532 S. E. 28th Avenue
Portland, Oregon 97202

Dear Mrs. Feldman:

I have your letter of November 3 relative to relief for the traffic problem at 17th and Powell in the city of Portland.

This Department understands the problem at this location and knows that it is one of the deficiencies in our state highway system. Unfortunately, there is no easy or cheap remedy for such a situation. Comparatively large sums of money have been made available to the State of Oregon for constructing its portion of the national interstate network but the State is hardpressed to find enough money to keep up with even the glaring deficiencies on the noninterstate roads.

A cure for the situation you mention will involve several millions of dollars and until some method of financing such an undertaking can be found, little can be done by any type of interim treatment.

I will see that your letter has the attention of the Highway Commission at the time the next construction program is formulated so that they may have the benefit of your opinion in the selection of projects.

Very truly yours,

Forrest Cooper
State Highway Engineer

cc: R. L. Porter
Tom Edwards
Victor D. Wolfe
A. E. Johnson

RLP:ms bg

5528 S. E. 28th Avenue
Portland, Oregon 97202
November 3, 1965

RECEIVED
NOV 5 1965
RIGHT OF WAY

RECEIVED
NOV 5 1965
LEGAL & RIGHT OF WAY

Highway Commissioner
State Highway Department
Salem, Oregon

Gentlemen:

I am writing in regard to the railroad crossing on S. E. 17th Ave & Powell Blvd. in Portland.

I think it disgraceful for a city like Portland to have such a terrible traffic road-block on such a lousy location. Invariably traffic is tied up at the peak rush hours to wait for a long freight train to pass or for the switchmen to finish playing "hopscotch" with the engines.

I think it about time that something be done to eliminate this and I feel that the money coming to the City of Portland as a result of interest and state & federal highway funds should be used for this purpose.

Very truly yours,
Louise P. Feldman

RECEIVED
NOV 5 1965
OFFICE OF
STATE HIGHWAY ENGINEER
P. L. O'CONNOR REPORTER

RECEIVED
NOV - 5 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
NOV 12 1965
FOR FILING
7241
REFERRED TO
BY SECRETARY

1516 S.E. Pershing Street
Portland, Oregon 97202

November 5, 1965

Terry D. Schrunk, Mayor
City of Portland
Portland, Oregon

Dear Mayor Schrunk:

I have previously written to the S.P. Railway Company, with on one occasion, a copy to your office, with regard to the multitudinous delays in the railroad crossings at S.E. 12th and Clinton Streets and S.E. 17th and Powell Streets.

Now, that some action by aroused citizens is finally taking place because of these repeated traffic tie-ups, I am again writing in the hope that something be done to eliminate the circumstances surrounding these occurrences.

I have no fault to find with the freight trains going through the city, for I realize they had the right-of-way long before automobiles became the almost universal mode of travel. What I do complain about, however, is that these freight trains, in so many instances, come to a complete standstill at both of the crossings mentioned above, not only for a minute or two but for 10 or 15 minutes. I, personally, have been held up by these happenings not only once a day, but, in the event it was necessary to cross the tracks in these locations, two and three times a day. I never could understand that if these long freight trains needed to be switched, why they couldn't do this south of Powell, where the streets are all closed and where nobody would be held up.

I sincerely hope something will be done soon to eliminate these maddening long traffic tie-ups by these long slow stopped freight trains. Furthermore, in an emergency, such as in the case of a fire or an injured or sick person, these delays could be tragic.

Sincerely yours,
Martha Hemrich
Miss Martha Hemrich

cc: State Highway Department, Salem, Oregon

NOTED
R. L. PORTER

RECEIVED
NOV 8 1965
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV - 8 1965
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
SEP 10 1965

September 10, 1965

Mr. T. H. Kruttschnitt, Jr.
Southern Pacific Company
65 Market Street
San Francisco, California 94105

Dear Mr. Kruttschnitt:

During your visit to this office September 2, we discussed the cost of separating Powell Boulevard (Ore. 82nd Highway) with your main line in Portland.

I find that the Department has made two or three reconnaissance-type studies for such a possibility and they are all in the $2½ million estimated cost category.

If you wish more details, cost breakdowns, or other information, we will be glad to supply anything available at your request.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

RLP:ms

cc Mr. Forrest Cooper
Mr. F. B. Klaboe
Mr. F. D. Morgan
Mr. Victor D. Wolfe

Crandall Hwy. 26, mp 1.63

RECEIVED
NOV 17 1965

FOR FILING
7741

DEPARTMENT OF PUBLIC WORKS
WILLIAM A. BOWES
COMMISSIONER

CITY OF PORTLAND
OREGON

BUREAU OF TRAFFIC ENGINEERING
W. J. WELLER
TRAFFIC ENGINEER

OFFICE ADDRESS: 430 S. W. MAIN ST.
MAILING ADDRESS: CITY HALL

February 11, 1965

REFERRED TO
Vol File
BY TRAFFIC ENGINEER
SO 7 0

Mr. F. B. Crandall, Traffic Engineer
State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Crandall:

The city has recently received a number of complaints concerning trains crossing at the intersection of S.E. 17th Avenue and Powell Boulevard (US 26).

Enclosed for your information is a tabulation of train movements made at this intersection showing the time and duration that S.E. Powell Boulevard was blocked.

Yours very truly,

W. J. WELLER
Traffic Engineer

D. E. Bergstrom

By: D. E. BERGSTROM
Asst. City Traffic Engineer

W:DEB:ba
Encls.

RECEIVED
FEB 16 1965
TRAFFIC ENGINEERING

NOTED
L. E. GEORGE

NOTED
TRAFFIC CONTROL

WILLIAM A. BOWES
COMMISSIONER
DEPARTMENT OF PUBLIC WORKS

CITY OF PORTLAND
OREGON

G. J. LINDSTEDT
CHIEF OF OPERATIONS
L. H. ROSENTHAL
CITY ENGINEER

NOTED
R. L. PORTER

October 31, 1962

Mr. Forrest Cooper
State Highway Engineer
Oregon State Highway Department
Salem, Oregon

Dear Sir:

Transmitted herewith is a copy of a letter from Mr. B.M. French, Regional Director, Bureau of Public Roads, concerning the status of SE Powell Boulevard in the Federal Aid Highway System.

This letter is in reply to my letter of October 18th requesting such information in order to determine the possibility of obtaining 100 per cent financing of the proposed grade separation of the Southern Pacific tracks at SE 17th Avenue.

Apparently this highway is not, at present, on any Federal Aid System and consequently is not eligible for 100 per cent financing.

Delays in the planning, location and construction of the Mt. Hood Freeway will necessitate the continued use of SE Powell Boulevard for another ten years or more, with a continued increase in traffic congestion.

Certainly every effort should be made to obtain all essential improvements on this major highway as soon as possible in order to relieve this congestion. One of these major improvements, and one which will remove a very great hazard to the public, is the grade separation at SE 17th Avenue and Powell Boulevard.

I would appreciate the opportunity of consulting with you, at your convenience, regarding the possibility of placing this section of SE Powell Boulevard on the Federal Aid Secondary System so it would be eligible for Federal funds. The matter of priorities for highway construction projects, exclusive of the Interstate system, should also be discussed, in order that the opinions of the City of Portland might be considered.

Very truly yours,

Wm. A. Bowes
Commissioner of Public Works

Parcel Lots Square

B:FTF:mr

REGION EIGHT
IDAHO
MONTANA
OREGON
WASHINGTON

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

740 Morgan Building
720 S. W. Washington St.
Portland 5, Oregon

October 23, 1962

Mr. Wm. A. Bowes
Commissioner of Public Works
City Hall
Portland, Oregon

IN REPLY REFER TO
08-00.2

Dear Sir:

Reply is made to your letter of October 18, 1962 relative to the Federal Aid status of S. E. Powell Blvd., and methods of financing Federal Aid projects where the elimination of Hazards of a railway-highway intersection is involved.

First in regard to the Federal Aid status of S. E. Powell Blvd. A portion of the S. E. Powell Valley Blvd., which includes the 17th and Powell Railroad intersection was taken off the Primary Federal Aid System between the west end of the Ross Island Bridge and 157th Avenue vicinity, on May 1, 1961, in favor of The Mt. Hood Freeway leading east from The Marquam Bridge. Therefore S. E. Powell Blvd. between those noted points is not at present on any Federal Aid System, and is not eligible for any Federal Aid funds.

With regard to Federal Legislation dealing with the elimination of grade crossings on Federal Aid Highways we are enclosing a Policy and Procedure Memorandum dated October 3, 1958 (PPM 21-10) which governs the expenditure of Federal Funds on grade crossing projects. To this memo are attached five amendments to various clauses in the parent memo.

On projects on a Federal Aid System (either Primary or Secondary) the necessary separation structure plus earth fill approaches or excavations is eligible for 100% Federal Aid participation in the cost to the limits as defined in Sections 11a page 6 of the PPM. This includes Preliminary Engineering and construction costs. Where it is determined that there are railroad benefits as noted in Par. 5 page 3 of the PPM the Federal Aid share shall not exceed 90%. You will note that only 50% of right-of-way cost is eligible for Federal Aid fund participation.

-more-

In Title 23 - a compilation of Federal laws relating to highways, Section 120d, states that:

> "The Federal share payable on account of any project for the elimination of hazards of railway-highway crossings, as more fully described and subject to the conditions and limitations set forth in section 130 of this title, may amount to 100 per centum of the cost of construction of such projects, except that not more than 50 per centum of the right-of-way and property damage costs, paid from public funds, on any such project, may be paid from sums apportioned in accordance with section 104 of this title: Provided, That not more than 10 per centum of all the sums apportioned for all the Federal-aid systems for any fiscal year in accordance with section 104 of this title shall be used under this subsection."

Thus within apportionments soon to be made under the 1962 Federal Aid Act (not yet signed by the President) 10% of such apportioned sums allocated to Oregon would be eligible for elimination of railroad-highway crossings on those highways which are a part of some Federal Highway System. Any proposal to spend 100% Federal Aid funds for the elimination of any railroad grade crossing must be made by the State.

I trust that this answers your questions. If you desire any further information we will endeavor to furnish it if possible.

Very truly yours,

R. H. FRENCH
Regional Engineer

Enclosed

Form P.R. 2001-6-50

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

Plan L-2

Map 6E-130

Dec. 26, 1963

				"A" Line	"B" Line	"C" Line	Total	
					[illegible]			
					4 Lanes + 20' [illegible]			
Grade, Drain, Pave				130,000	244,000	27,000	401,000	
Structures & Walls				651,000	305,000	—	956,000	
R/W				400,000	505,000	60,000	965,000	
Lighting							16,000	
Signing							40,000	
Landscaping							2,000	
	Total						$1,2.00	
			Plan "L"	5/27/63			2,047,000	
				Additional Cost			$386,000	

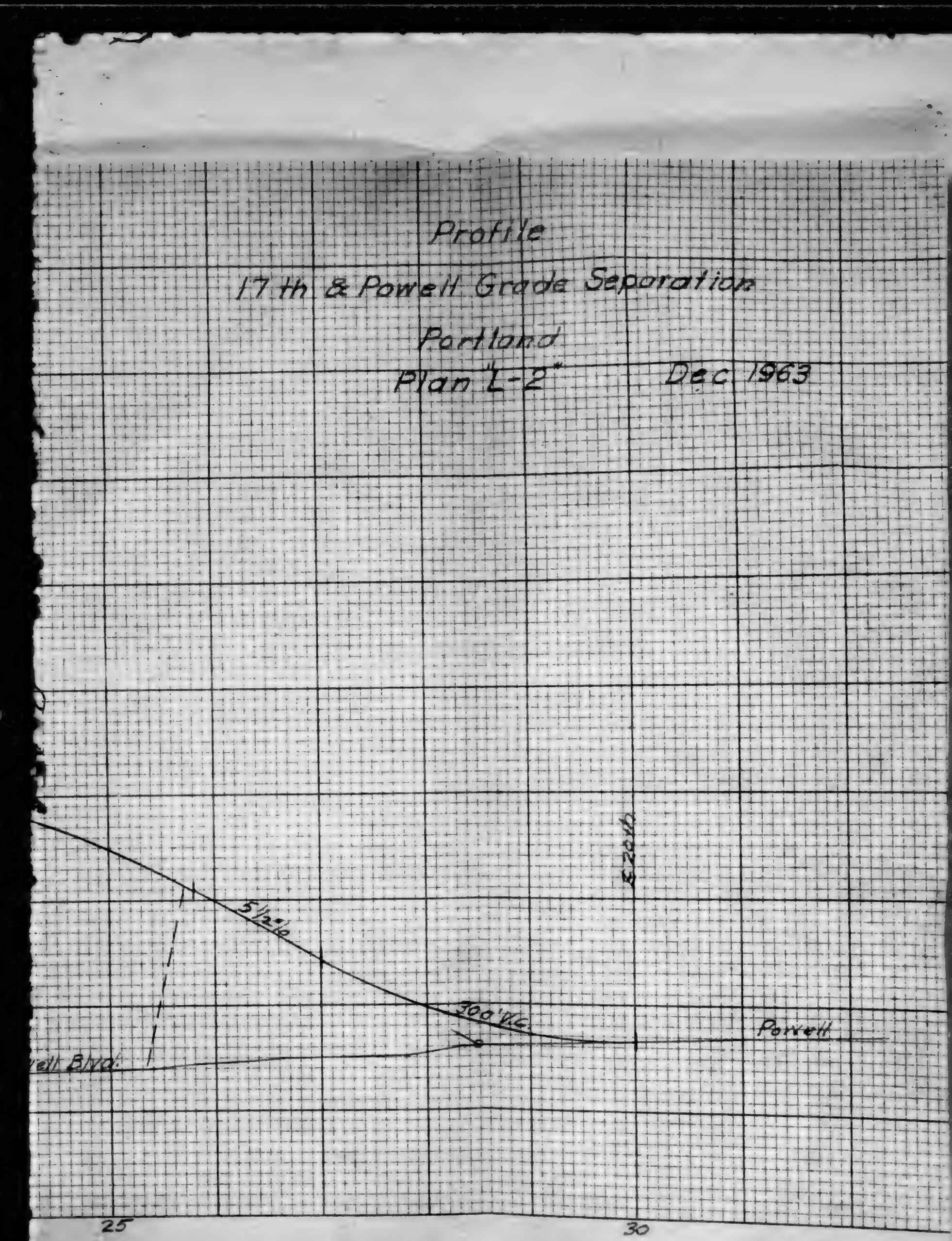
This Plan splits at 17th Ave. with the traffic to remain as it is. The 4 lane section to the South will be constructed as the proposed one way plan for 20th and 21st.

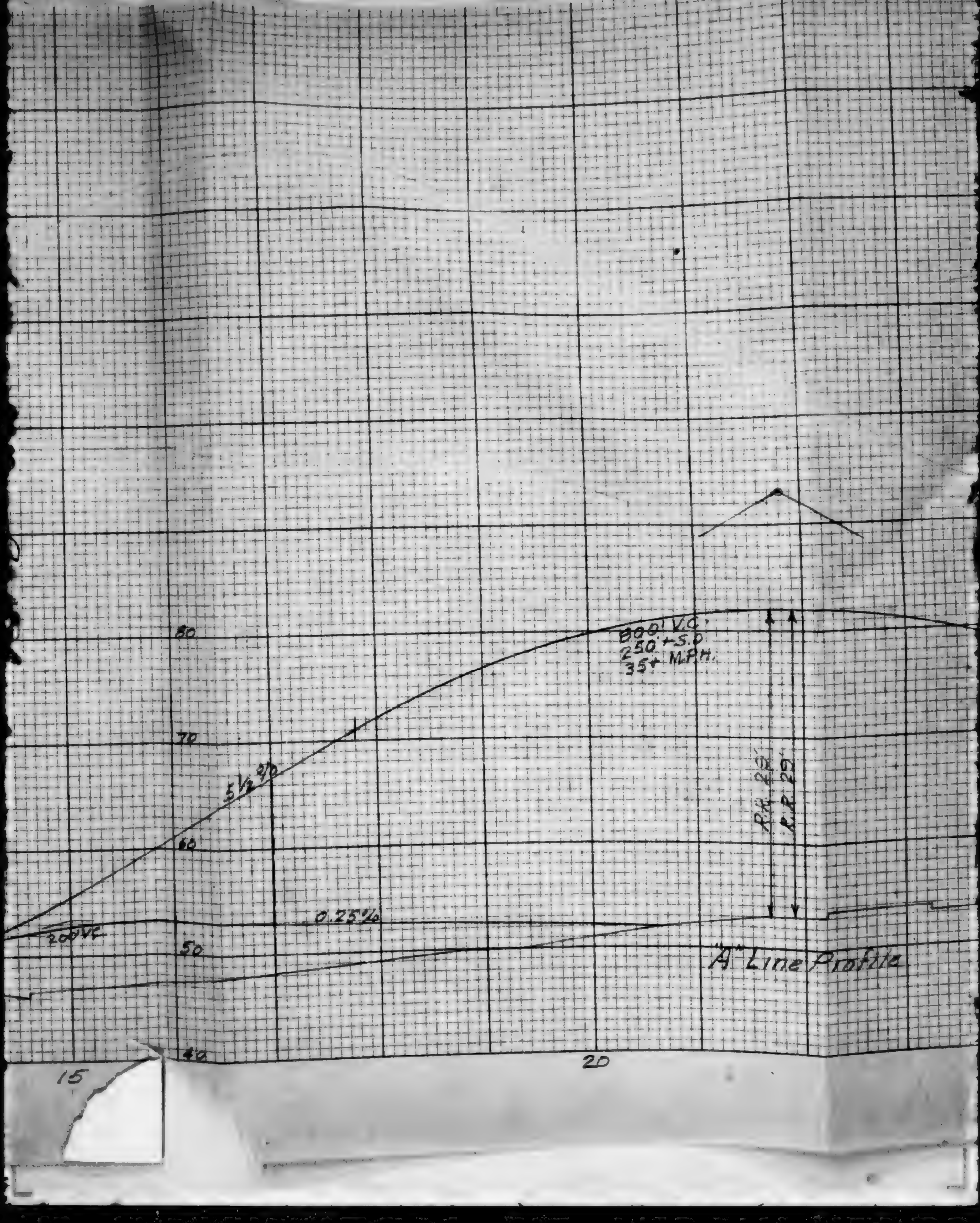
Profile

17th & Powell Grade Separation

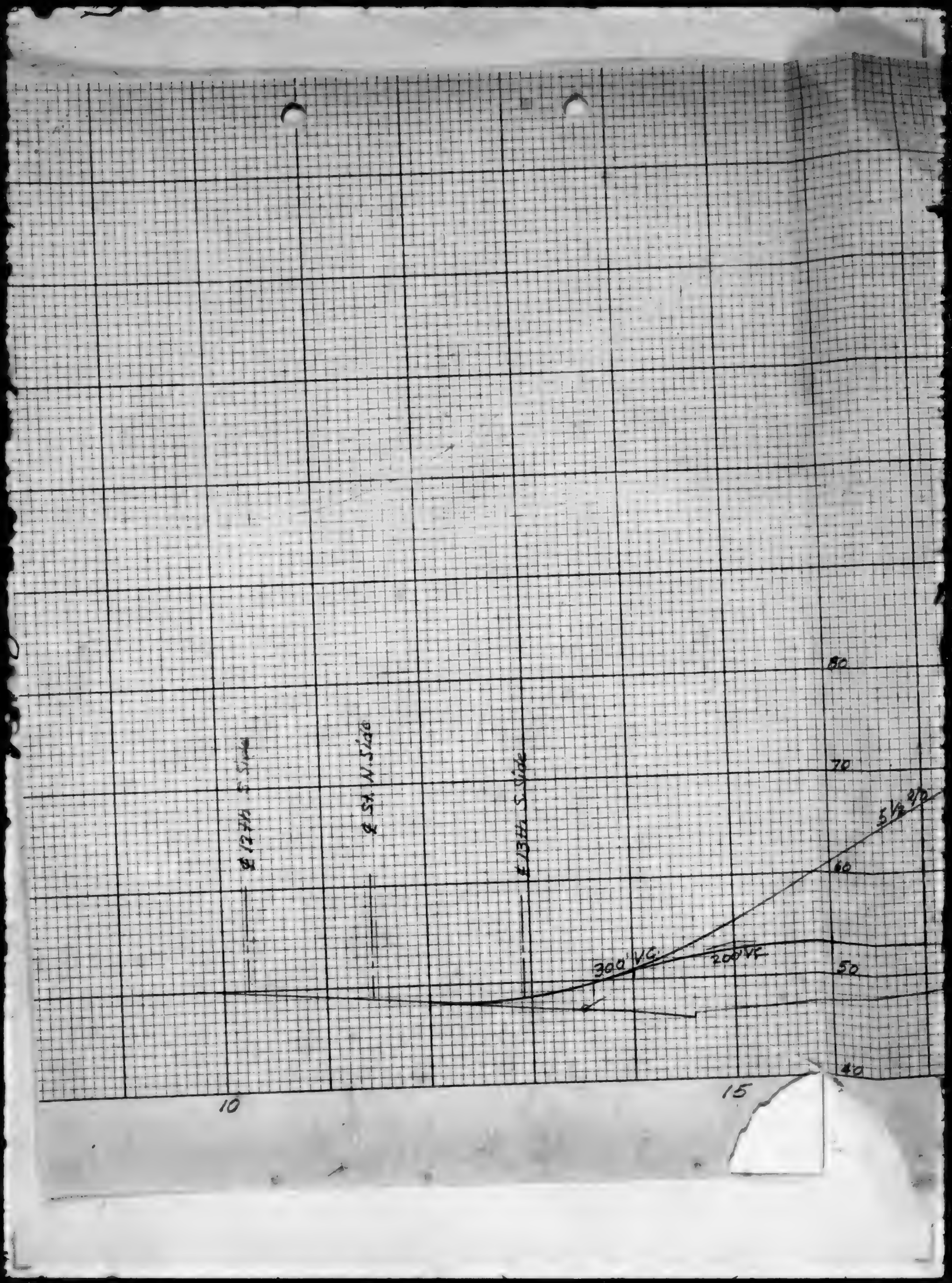
Portland

Plan "L-2" Dec 1963





"A" Line Profile


80
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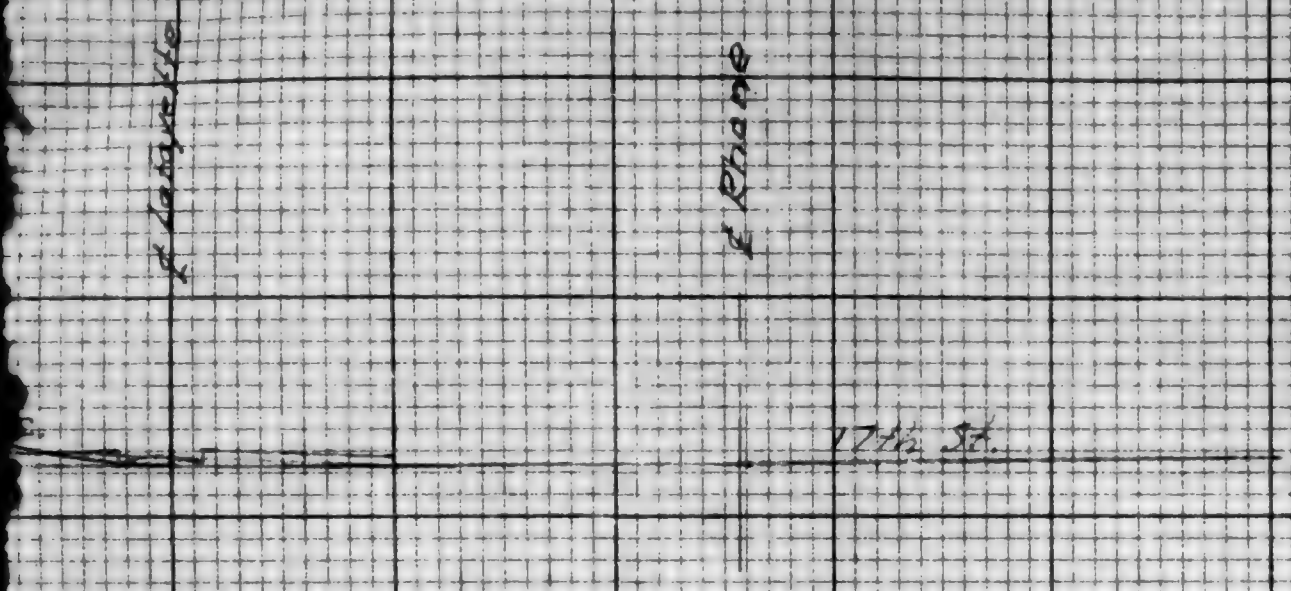
200 VF
5 1/2 #10
#12 Zn. S. Steel
#14 N. S. Steel
#13 Zn. S. Steel

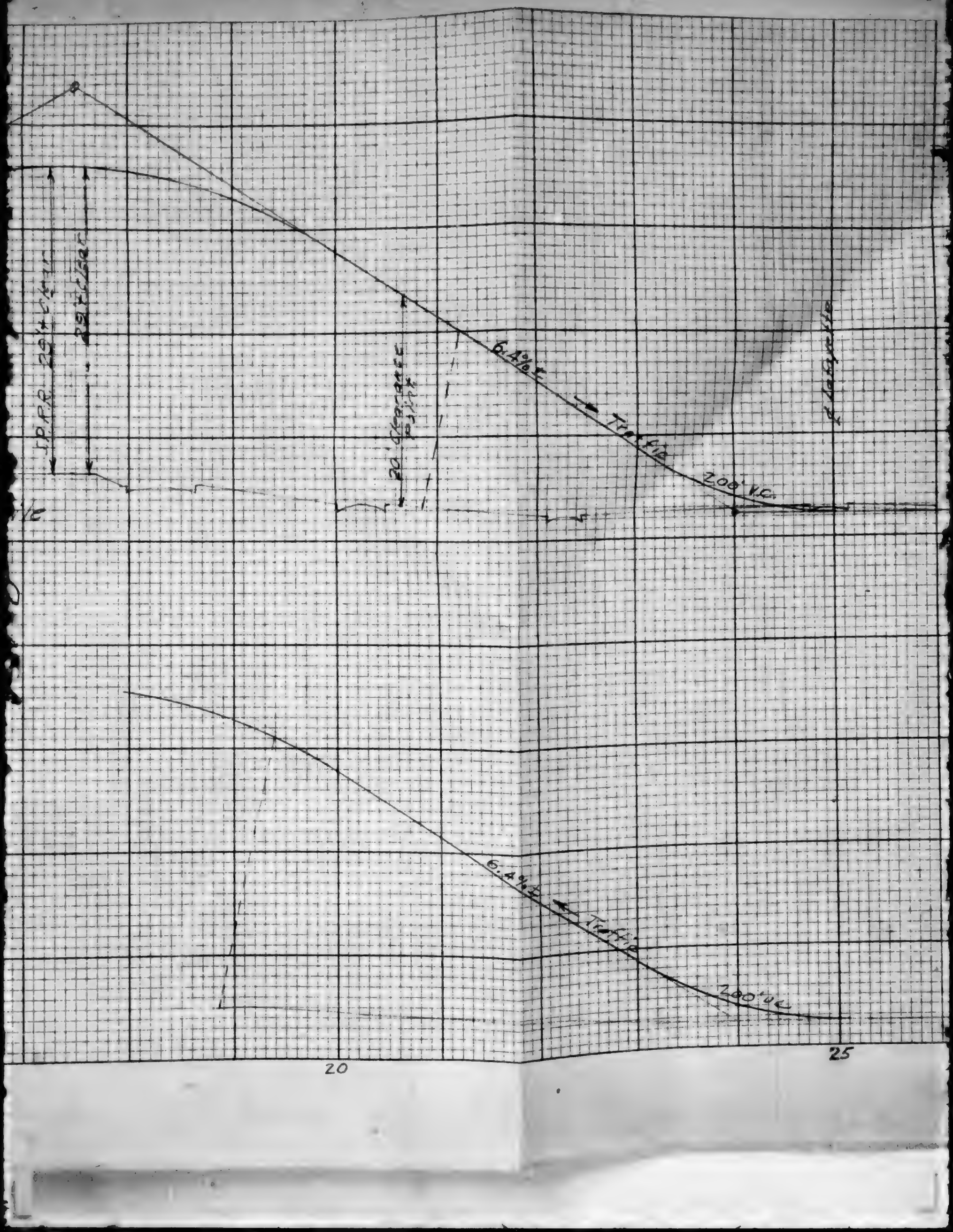
Profile

17th Street Grade Separation

Portland

Plan I-2 Dec. 1963




6.4% Ni
200 °C
6.4% Ni
200 °C
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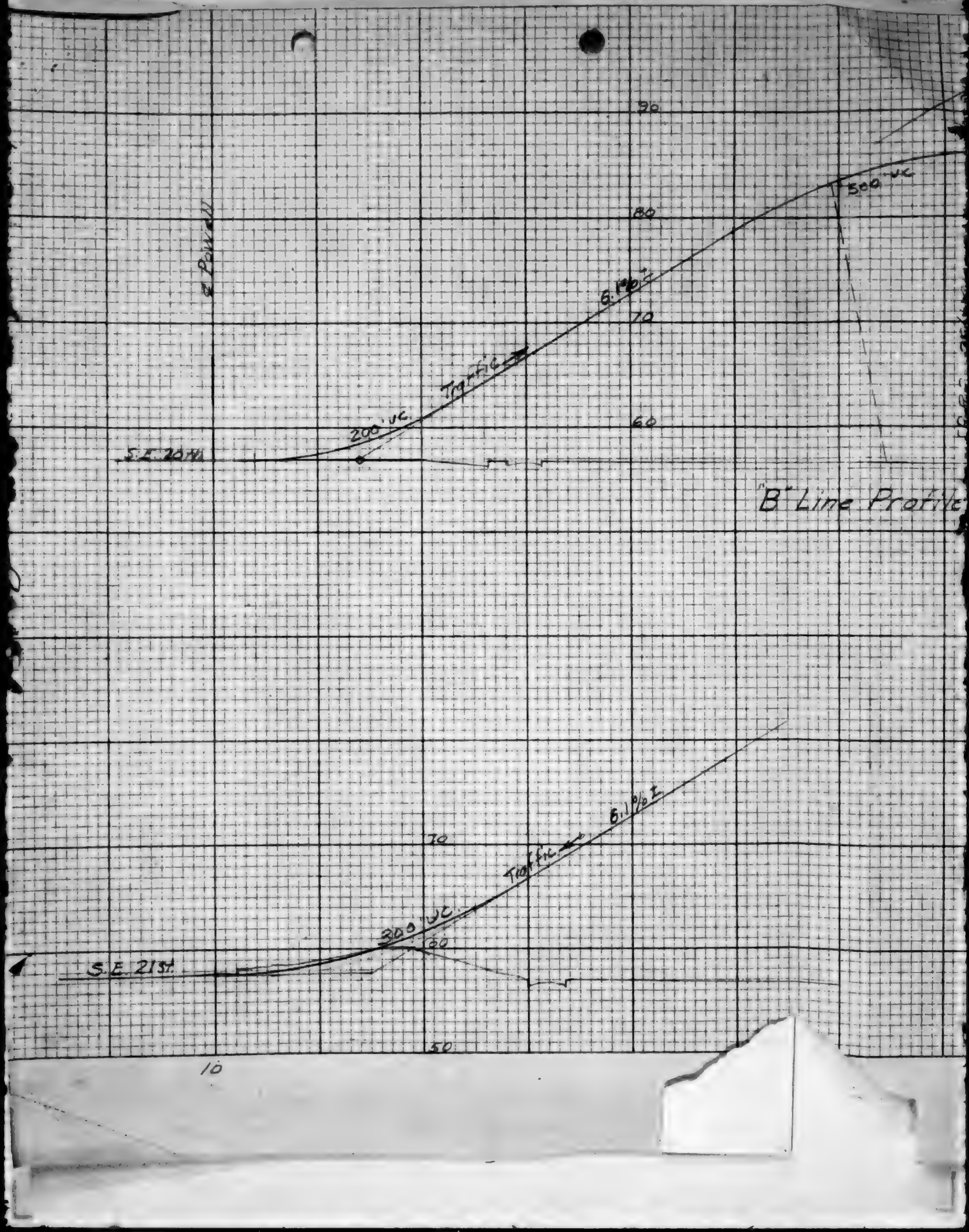
25


90
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70
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500' VC
6.1% G
TANGENT
200' VC
S.E. 20th
"B" Line Profile
6.1% G
TANGENT
300' VC
S.E. 21st

RECEIVED
AUG 13 1963
FOR FILING

FORM E-30 30M 8-62 43908

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 12, 1963

SUBJECT:

To: MEMO TO FILE

On this date, I discussed highway problems in the Portland area with Mr. William A. Bowes, Commissioner of Public Works.

I informed Mr. Bowes that we were preparing a tentative list of projects in the Portland area and mentioned the following projects that were being considered:

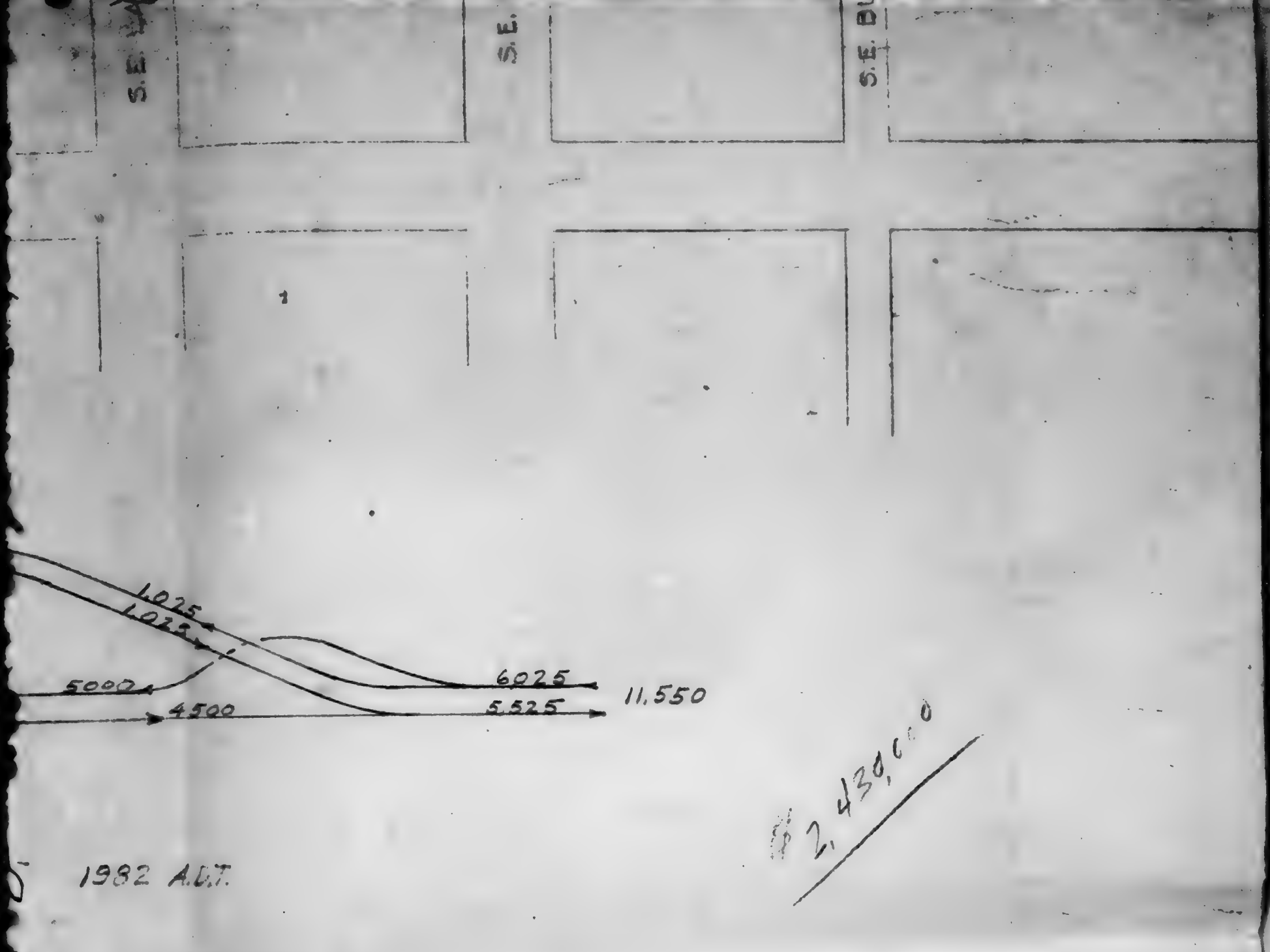
(1) Vista Avenue tunnel
(2) 17th and Powell Railroad separation
(3) Linnton-Burlington Section
(4) Beaverton-Tigard
(5) Interchange at Lake Road

I requested Mr. Bowes to review the City's desires and give them to me in a one-two-three order. He stated that he would do so.

Mr. Bowes also brought up the landscaping on the Stadium Freeway. He referred to a letter that he had written to the Highway Commission under date of January 2, 1962, and requested that we review the landscape matter and discuss it with him. He stated that he had been told that there would be little landscaping on the slopes and none between the opposing lanes. He seemed to feel that he had been told that both of these matters would be considered when landscape matters were being made and asked for a review.
Mr. Porter: Please discuss this matter with me.

Forrest Cooper
State Highway Engineer

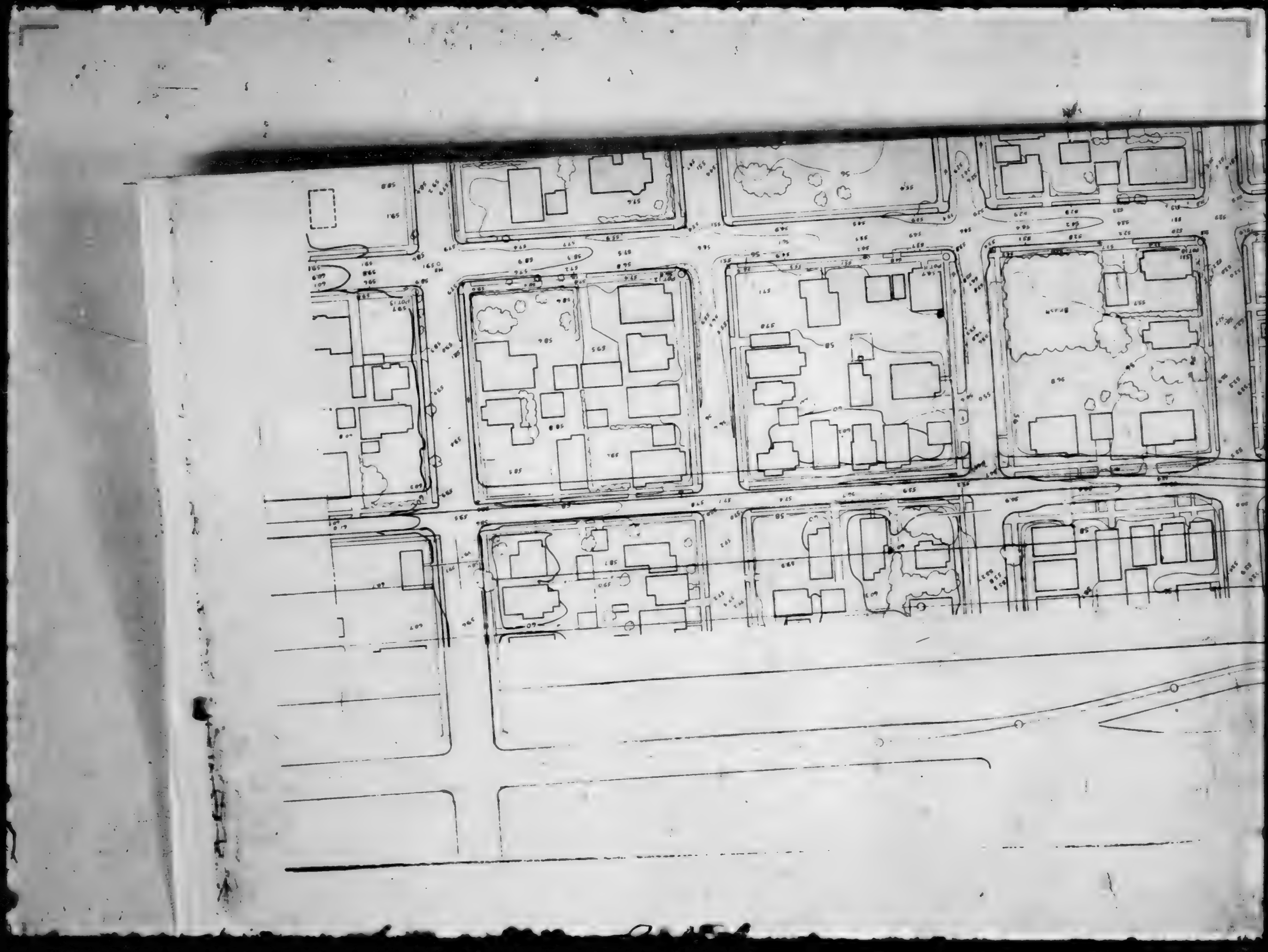
FC:fn
cc R. L. Porter
Victor D. Wolfe

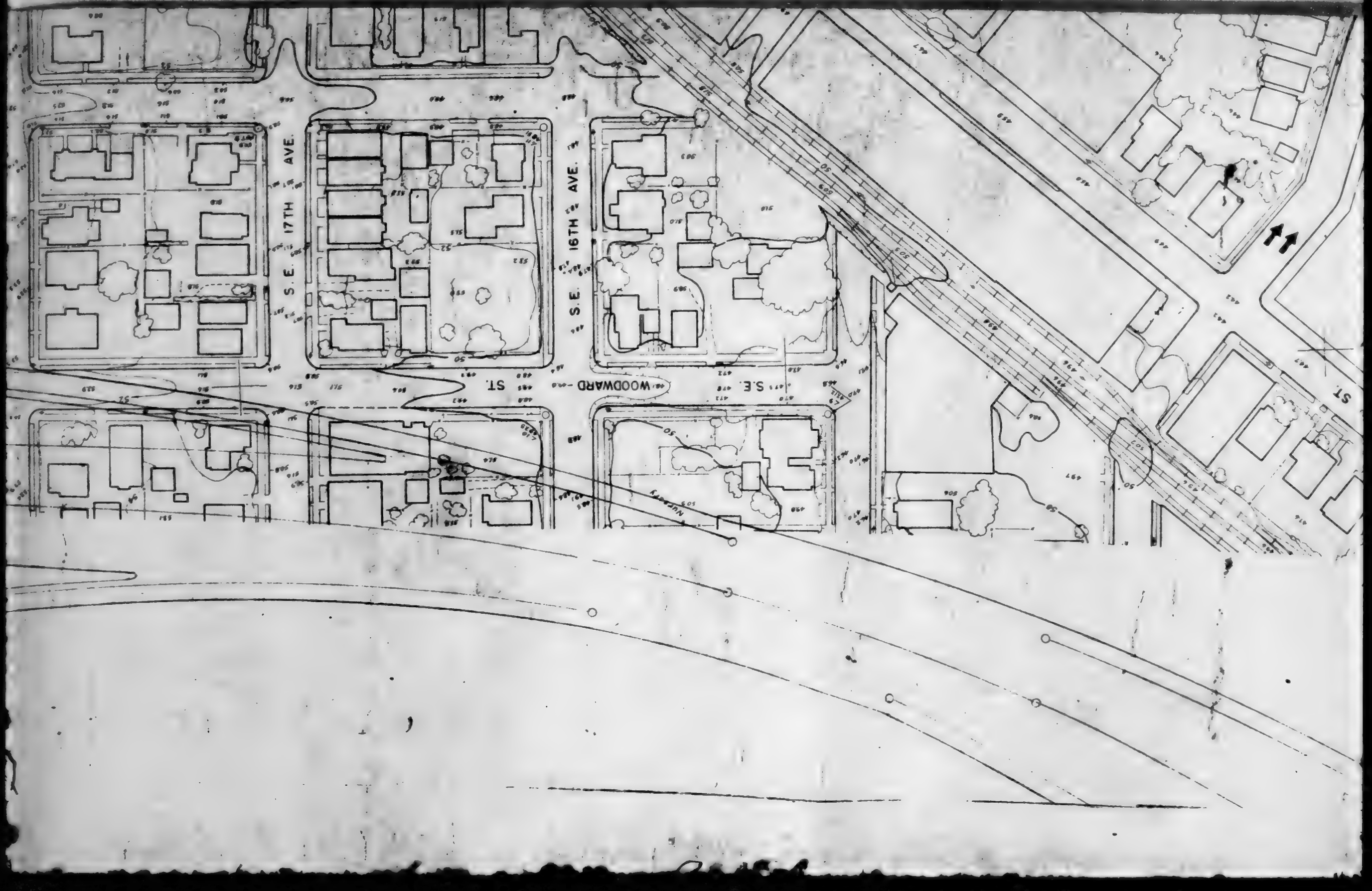


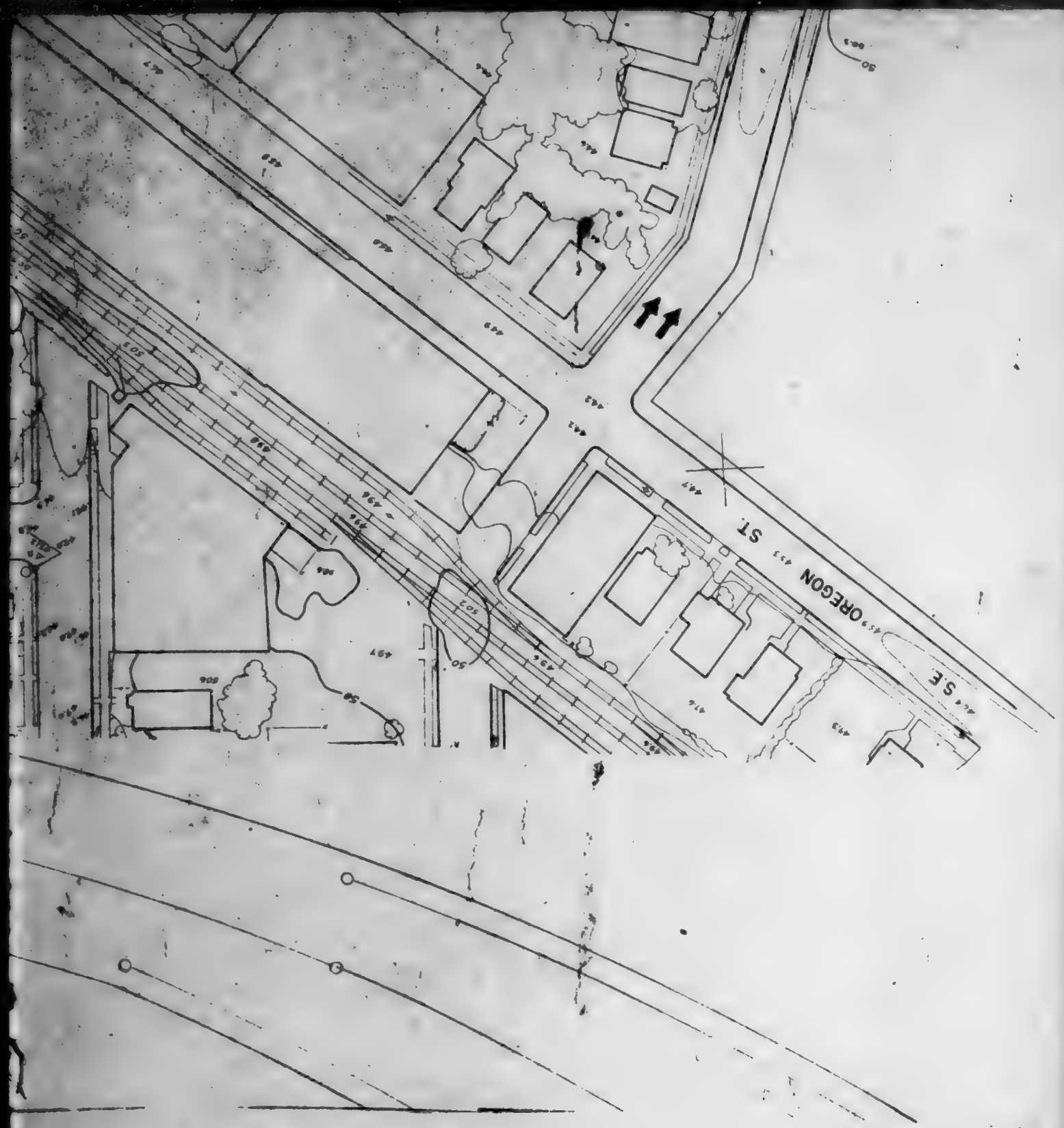
17th & Powell Grade Separation

Portland

Plan "L-2" Dec. 1963




S.E. 17TH AVE.
S.E. 16TH AVE.
WOODWARD
ST.
S.E.
ST


ST
OREGON
S.E

S.E. 18TH

S.E. 19TH

S.E. 20TH AVE.

S.E. 21ST AVE.

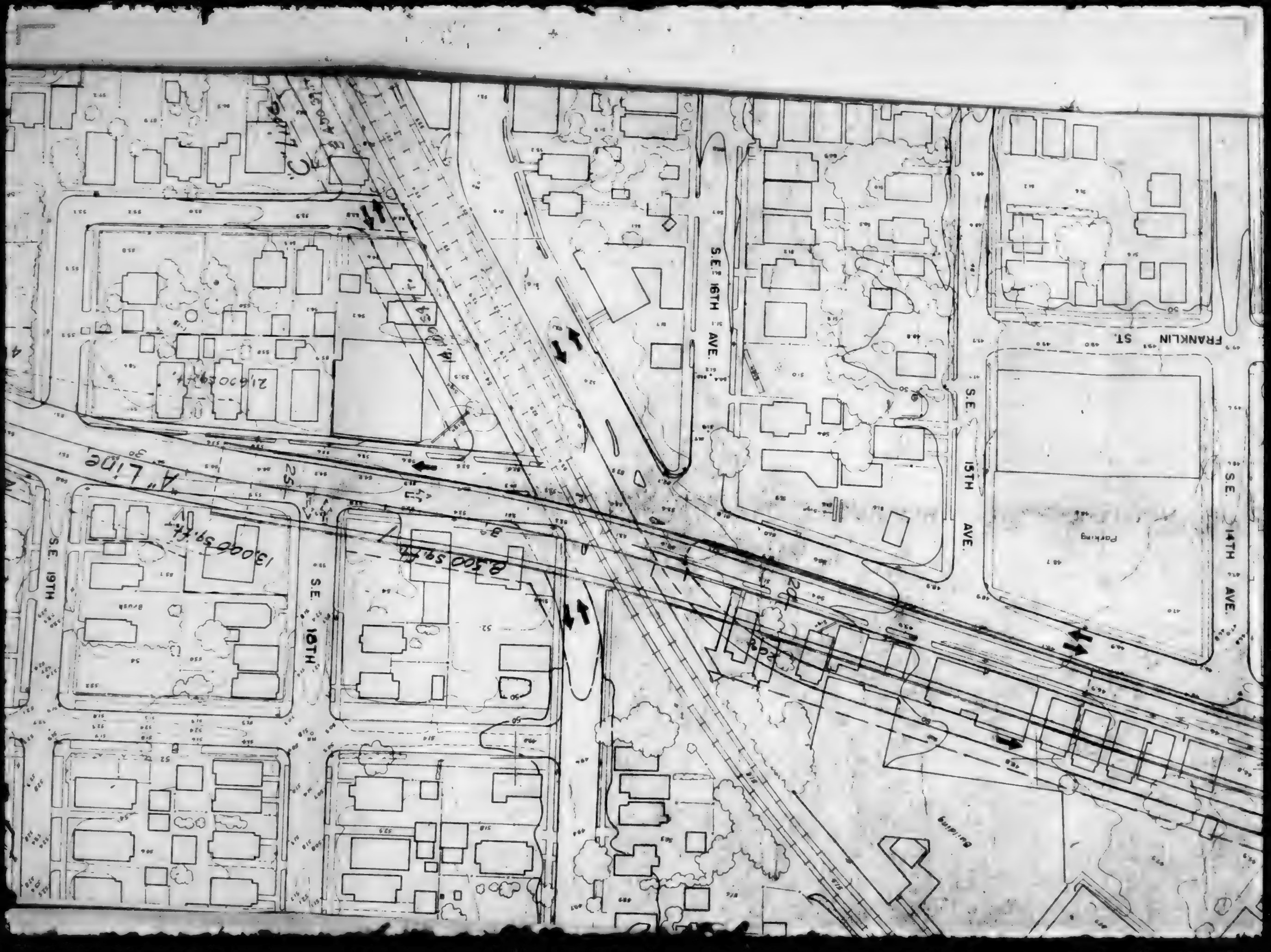
4" Line

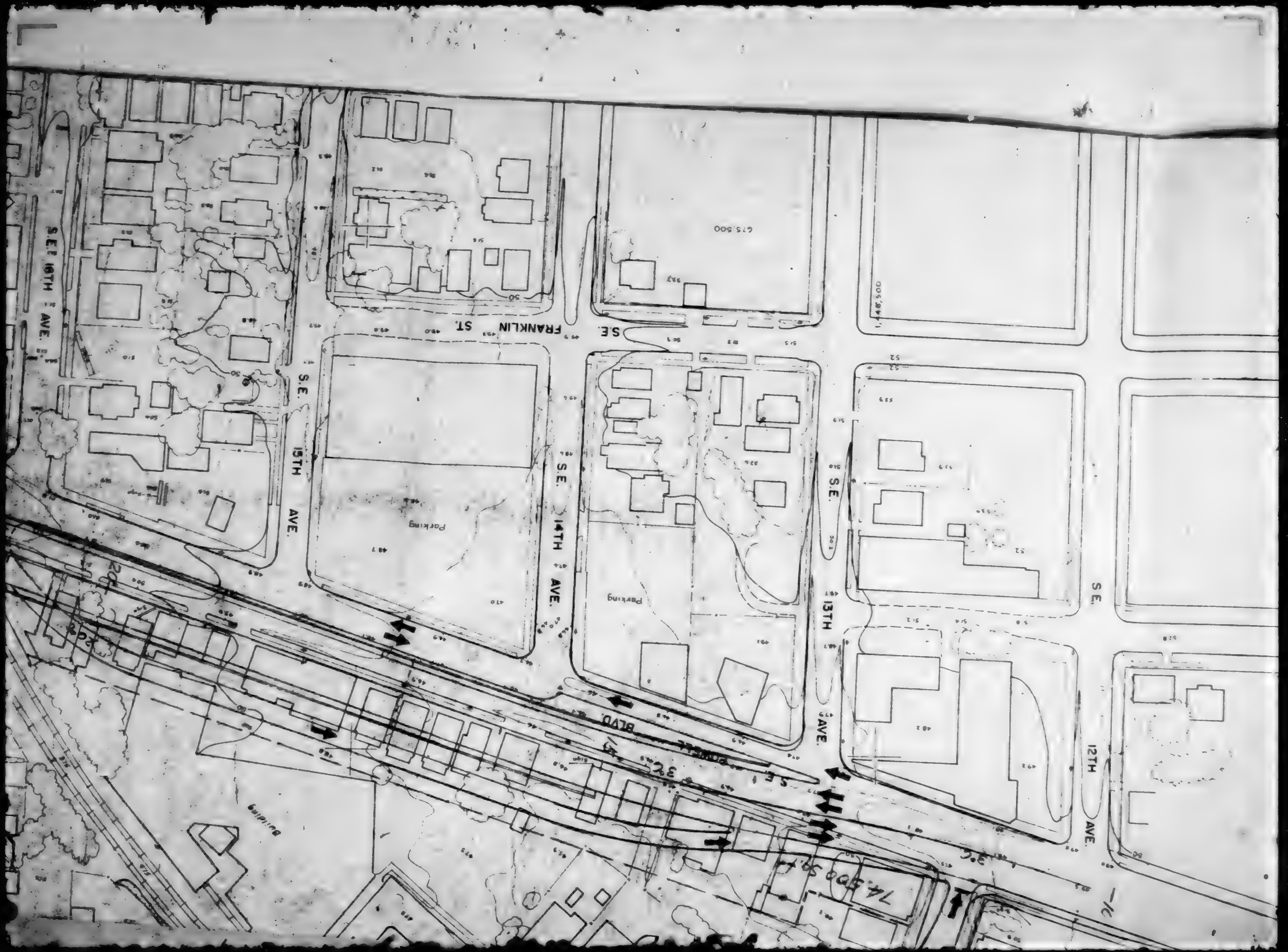
25

30

80

POWELL BLVD.


S.E. 16TH AVE.
S.E. 15TH AVE.
S.E. 14TH AVE.
FRANKLIN ST.
S.E. 19TH
S.E. 18TH
A" Line
Parking
Building


S.E. FRANKLIN ST.
S.E. 15TH AVE.
S.E. 14TH AVE.
S.E. 13TH AVE.
S.E. 12TH AVE.
S.E. 11TH AVE.
BLVD.
Parking
Parking
Building
675,500
1,448,500
74,500

S. E. MILWAUKIE AVE.

S.E. 12TH AVE.

S.E. 13TH AVE.

S.E.

S.E.

S.E.

BLVD.

Parking

1,448,000

675,500

1,448,500

LAFAYETTE

25,000 sq. ft.

2,600 sq. ft.

206

12

15

42,200 sq. ft.

9,900 sq. ft.

C Line

2,400 sq. ft.

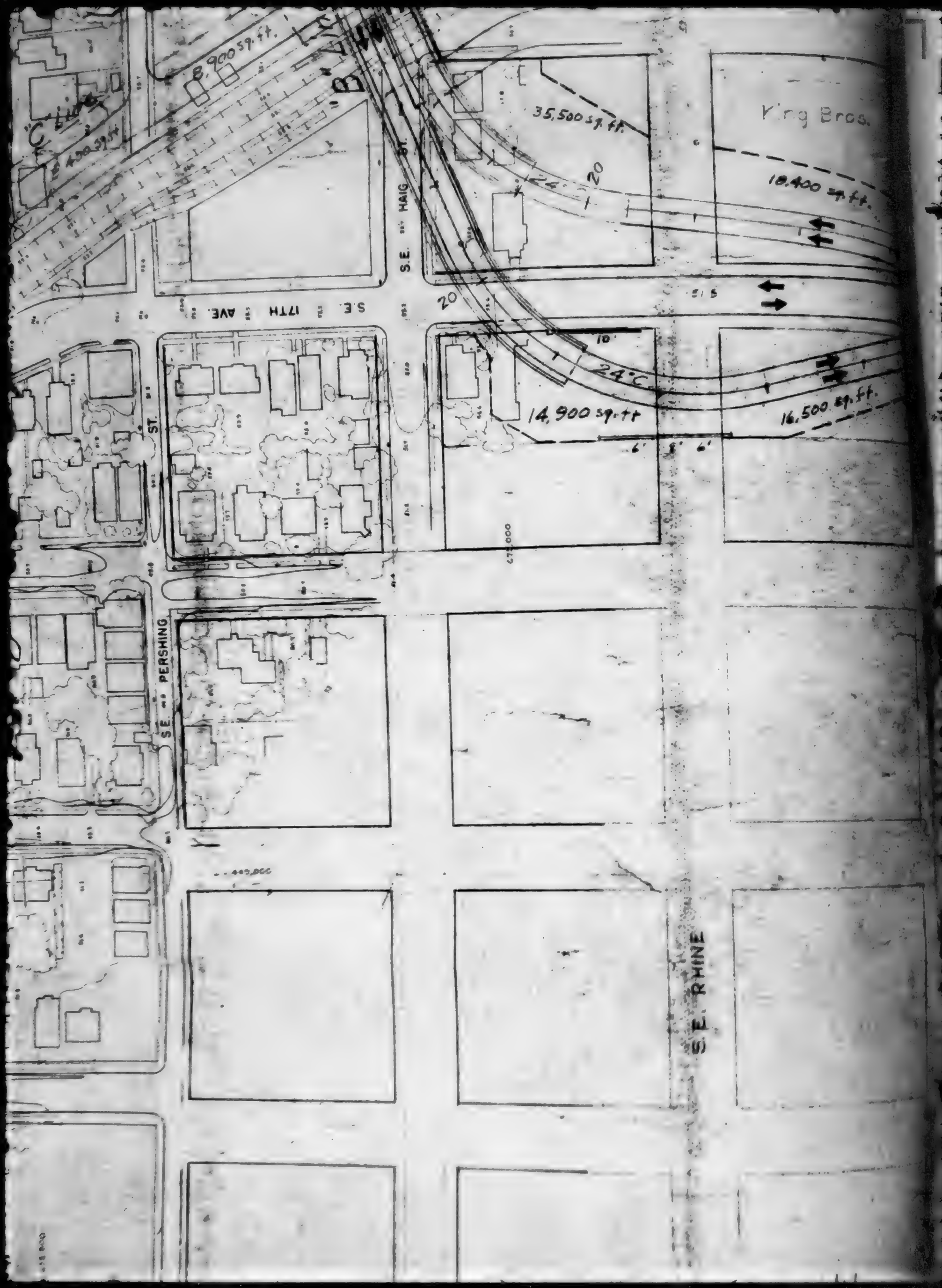
35,500 sq. ft.

20

18,400 sq. ft.

Ring Bros.

SE. 7th HWY.


8,900 sq. ft.
35,500 sq. ft.
King Bros.
10,400 sq. ft.
20
24'
S.E. 17TH AVE.
S.E. HAIG ST.
20
10'
24'C
14,900 sq. ft.
16,500 sq. ft.
6'
8'
6'
ST.
PERSHING
S.E. RHINE

P G E.

P G E.

1982 A.D.T.

@ 2,430,000

17th & Powell Grade Separation

Portland

Plan "L-2" Dec. 1963

CEIVED
N 22 1962
R FILING

7741

December 28, 1961

Mr. Alexander G. Brown
City Attorney

Dear Sir:

The Engineering Committee of the Portland Traffic Safety Commission has been studying the proposed grade seperation of the Southern Pacific Co. tracks at SE Powell Blvd. and SE 17th Avenue in order to determine its necessity and the best plan of procedure to be taken in expediting the project.

In the course of this study, the question has been raised as to the status of SE Powell Blvd. in the state highway system, particularly as to whether it is still a part of the Primary Federal Aid Highway System.

Information I have received from Mr. Lloyd Shaw, Metropolitan Engineer for the State Highway Department, seems to indicate that legislative action by the State Legislature in 1939 established SE Powell Blvd. as part of the Primary System. If so, it possibly would require legislative action before it could be removed.

Will you please study this matter and discuss it with the State authorities and give me an opinion as to the official status of SE Powell Blvd. in the State Highway Federal Aid Highway system.

Very truly yours,

Commissioner of Public Works

BiVTFinkr

Porter

original To Linder 1-19-62

CONFIDENTIAL

7741 S.E. 17th & Powell Blvd. Sec. 1972

RECEIVED
SEP 14 1971

7741

September 14, 1971

The Honorable Lloyd Anderson
Commissioner of Public Works
City of Portland
City Hall
Portland, Oregon 97204

Mr. Edward Westerdahl
General Manager
Port of Portland
Post Office Box 3529
Portland, Oregon 97208

CONFIDENTIAL

Gentlemen:

My understanding of the context of our recent meeting follows:

1. The State Highway Division will assume the responsibility of:

a. Financing and constructing a separation structure over the railroad and N.W. Front Avenue relocated adjacent to the existing railroad tracks at a location mutually agreeable to the State, the Port and the City; to be constructed and in operation at approximately the time Harbor Drive is closed.

b. Financing and constructing the City's plan for the Going Street access (to six-lane capacity) to Swan Island.

2. The Port and City collectively will assume the responsibility of:

a. Allowing the State Highway Division to finance those improvements mentioned in 1. a. and b. with funds of their choice, either Federal or State.

b. Pay the State Highway Division 20 percent of the total cost of the separation structure over the railroad and relocated N.W. Front including right-of-way costs. The City and Port to purchase the right-of-way with local funds and apply this cost to their 20 percent share. (If Federal funds are used for the purchase of right-of-way, and right-of-way is used for other than highway purposes, the pro-rata Federal share must be returned to the Federal Government.)

c. Turn over to the State for their exclusive use $600,000 of TOPICS funds with the understanding that these funds be used on the State Highway System within the Portland metropolitan area. It is our tentative intention to use these funds to defray part of the cost of the State's share of the 17th and Powell project.

d. Participate in the amount of $200,000 (20 percent is the normal City share for TOPICS funds) to the cost of the Going Street project.

3. All the above is, of course, contingent upon Port Commission, City Council and State Highway Commission analysis and approval.

Please advise whether or not my interpretation coincides with yours.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Glenn Jackson
R. L. Porter
Tom Edwards

RECEIVED
APR 12 1967

FOR FILING

7741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 7, 1967

To: Memo to the Files

SUBJECT: 17th and Powell Project and Bybee Avenue Project

C O N F I D E N T I A L

On April 7 a meeting was held in Mr. Cooper's office with T. H. Kruttschnitt, Jr., and H. J. Koberstein representing the Southern Pacific Railroad Company. Mr. Cooper, Mr. Porter and the undersigned represented the State Highway Department.

Mr. Kruttschnitt opened the meeting by frankly stating that he was down here to discuss with Mr. Cooper the possibility of the State providing funds in a greater amount than that set up in the rough draft of an agreement for the Bybee Avenue project. He explained to Mr. Cooper the stand taken by Commissioner Bowes yesterday to the effect that the City would contribute nothing to this project.

Mr. Kruttschnitt's first proposal was that the State divide equally with the Railroad the entire cost of the ramps and the extension of Bybee Avenue easterly from our east right-of-way line. This was rejected by Mr. Cooper on the principle that the ramps were not an obligation of the State Highway Department even though we were interested in the entire package because it would serve a very useful purpose to the residents of the East Moreland area. Eventually it was determined that Mr. Cooper would contact Commissioner Bowes and attempt to change his stand concerning the financing of the Bybee Avenue project.

Mr. Kruttschnitt asked whether or not the State could provide a model of the Bybee Avenue project if and when agreement between the principals was reached on its financing. He was advised that we would construct such a model if the matter was consummated.

The Railroad representatives made it very clear that the two projects were inseparable and that they would not enter into an agreement concerning the financing and construction of 17th and Powell unless the Bybee Avenue project was also provided for in the same document.

It was also made clear to the Railroad that the State Highway Department would have to secure Commission approval before entering into any agreement on either of these projects.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter

FORM S-30 50M 10-65

D-1741

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
April 6, 1967

To: Memo to the Files

SUBJECT: 17th and Powell Project and Bybee Avenue Project

C O N F I D E N T I A L

A meeting was held in the office of Commissioner William A. Bowes on April 6. Representing the Southern Pacific Company were: A. W. Kilborn, H. J. Koberstein and T. H. Kruttschnitt, Jr. Representing the City were: Commissioner Bowes, Carl Wendt, Fred Fowler, Don Bergstrom and Norman Drulard. Representing the State Highway Department were D. J. Barbee and the undersigned.

The 17th and Powell project was first considered. After a considerable amount of discussion between the parties, it was determined that the State Highway Department plan dated December, 1963, was acceptable. It was also determined that the proposed financial division of the costs of this plan, estimated to be in the vicinity of $2½ million, would be the State and Southern Pacific paying 37½ percent each and the City paying 25 percent. It was understood, of course, that the various Commissions, et cetera, would have to eventually approve both the project and the financial setup before finally moving ahead with it.

The Bybee project was then considered. Commissioner Bowes stated flatly that previous discussions had not lead him to believe that any contribution for this project would be required from the City of Portland. After considerable discussion concerning this facet of the project, the Commissioner advised that under no circumstances would the City contribute anything to this project. He further stated that the $120,000 estimate as their share of the cost would have to be picked up by either Southern Pacific or the State or shared someway by both.

The plan that was developed for the Southern Pacific Railroad Company by Kelley and Associates for this project was acceptable to all three parties. I also advised those present that the proposed formula in the rough draft of an agreement prepared by Southern Pacific was satisfactory to the State but that I could not commit any further funds, as suggested by Commissioner Bowes, to the project.

It was decided that Mr. Kruttschnitt would come to Salem tomorrow and discuss this financial arrangement with Mr. Cooper.

F. B. Klaboe
Assistant State Highway Engineer

FBK:srb

cc: Forrest Cooper
R. L. Porter

7742 N. Columbia Blvd.-Marquam Br. Sec. '72
of Pac. Hwy. in Ptld. (Guard rail,
median barrier, sign. & illum.)

7742

R

April 17, 1975

Reliance Insurance Company
Portland Office
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

A post-final payment for $5,600 will be made to Schrader Construction Co., Inc., on Contract No. 7742 for work on the N. Columbia Blvd.-Marquam Bridge Section of the Pacific Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,328,364.29 including the post-final payment. Of the total, $36,131.62 is for force account.

Very truly yours,

C. W. Hemi
COMMISSION SERVICES

je

cc Schrader Construction Co., Inc.
7912 S.E. Powell Blvd.
Portland, OR 97206

bc C. T. Kenney
Walt Hart
V. E. Skoog Attn: Dick Hacak
Robert Bothman

7742

12

April 2, 1975

Schrader Construction, Inc.
7912 S.E. Powell Blvd.
Portland, OR 97206

Gentlemen:

We have reviewed your request for reconsideration of time on Contract No. 7742 for work on North Columbia Blvd.-Marquam Bridge Section, I-5, in Multnomah County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 28 days is granted for the five instances when work was disrupted for a day or more by accidents. This includes the longer period after November 6, 1972 while safety procedures were reviewed. This will leave 10½ days liquidated damages in effect amounting to $2,100.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
Contract Payments (Room 407)
V. E. Skoog
R. N. Bothman

JAB:fr dpy

7742

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: March 26, 1975

In reply refer to: 1041DA.6

SUBJECT: Oregon I-5-6(74)304
North Columbia Blvd.-Marquam Bridge Section
Pacific Highway, Contract No. 7742

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

By letter of March 24, 1975, Mr. Coulter requested FHWA concurrence in a 28-day contract time extension on this project. This extension is primarily based on delays as a result of traffic accidents that occurred on the project.

I concur in the proposed extension as requested. These accidents were beyond the control of the contractor and did result in delays to work progress. It is recognized that work efficiency is seriously curtailed by hazardous working conditions.

G. L. Green

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MAR 27 1975
Office of
Assistant State Highway Engineer

3-27-75
Copy
B-T
Cont Engr

RECEIVED
STATE HWY ENGR
MAR 27 '75
REFER TO
Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act | File
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Noted
H. S. COULTER

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

March 18, 1975

FILE: CON 5 #7742

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: N. Columbia Blvd.-Marquam Br. Sect.
Contract No. 7742
Reconsideration of Time Extension

TO: H. S. Coulter
Assistant State Highway Engineer

A time extension granted last year (May 28) approved a 68-day extension which left 38½ days still in effect at $200 per day. The contractor's first request was a short one paragraph broad-brushed offering on which we spent considerable time trying to respond fairly and with integrity. There has been a problem on effectively communicating with the contractor. At one time he requested a Claim Board Review, but instead a meeting with him was held in the Metro Office with the Deputy Highway Engineer present on January 30. At that time, it was agreed the entire matter would be reviewed.

The best factual information from the contractor is in a July 9, 1974 letter from him which is attached. This letter lists three areas to be considered for extension, but the last two of these are covered by the extension already granted (for extra work). The other reason to consider is delays due to accidents. The contractor's statement that the project did not function after November 6, 1972 for the remainder of the month is difficult to understand when one looks at the work underway as described on the Weekly Reports. I believe what the contractor is referring to is that the night shift did not operate through most of this period and the specifications required that work limiting traffic to less than two lanes had to be done between midnight and 6 AM. The contractor now submits a copy of a January 23, 1975 letter by the Business Manager of a Labor Union regarding the concern for the safety of workmen.

Is there a specification basis here to recognize this accident problem as a reason for contract time extension? We can recognize "Those bona fide causes beyond the control of the contractor." Up to now we have argued that special provisions on the project and the very location and nature of the project made the traffic problems obvious (page 3 of the Special Provisions is attached). The time question now probably goes further than the intent of the special provisions. Delaying accidents did in fact occur and there is basis to believe they were beyond the control of the contractor. Metro now recommends that the time related to five major accidents, each of which interrupted the work progress for a day or more, be extended. This would amount to

RECEIVED
MAR 20 1975
Office of
Assistant State Highway Engineer

28 days. I concur that there is basis to do this. An additional 28 day extension would leave 10½ days liquidated damages in effect amounting to $2,100.

A rough draft letter to FHWA seeking their concurrence in the additional 28 days is attached, along with our complete file. The Deputy Highway Engineer has been deeply involved in this matter and I suggest it be discussed with him first.

JAB:fr

Att.

cc: Contract Payments

SCHRADER CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

7912 S.E. POWELL BLVD. PORTLAND, OREGON 97206

777-2236

February 18, 1975

NOTED
A. E. JOHNSON

Oregon State Highway Division
Metropolitan Section
5821 N. E. Glisan
Portland, Oregon 97213

Attention: Marion A. Craft
Metro Construction Engineer

Re: OSHD CONTRACT NO. 7742

Gentlemen:

Thank you for your letter of February 11 in which you outlined the specific day count allowed for the time being granted us under Contract No. 7742.

As I stated during the hearing on the matter of time extension, some of these items are as much as two years old and are a matter of safety and/or delays beyond the control of the State or Schrader Construction Company. To reiterate my very strong feelings on this matter, i.e. we must work together to produce the best possible project in the shortest possible time, using all facilities at our command to insure safety. When accidents occur and the courts hold that the State and the contractor are not responsible, it becomes very difficult to understand how the State or the Federal government could access penalties when the facts prove the contractor was doing the job everyone expected him to do.

I hope that our request as presented to the Board will be handled as expeditiously as possible so that we can get on with the work to be done.

Yours very truly,

SCHRADER CONSTRUCTION CO., INC.

R. A. Schrader

RAS:jp

cc: A. E. Johnson
C. T. Keasey
Robert Shotwell

RECEIVED
STATE HWY ENGR
FEB 19'75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

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OREGON STATE HIGHWAY DIVISION

RECEIVED
FEB 13 1975
CONSTRUCTION SECTION

Keasey, Bond, Jackmond, Harwood, Johnson, Walker, Scofield, Glenn, Berg

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

February 11, 1975

R. A. SCHRAEDER
Schraeder Construction Co., Inc.
7912 S.W. Powell Boulevard
Portland, Oregon 97206

At the meeting last January 30, 1975, in this office, with yourself, Coral Corporation and the Highway Division, you asked that we send you a letter informing you of the specific reasons for each of the sixty-eight days being granted to you. Basically, the sixty-eight days were granted because of various extra work items as mentioned in Mr. Klaboe's letter to you of May 28, 1974.

More specifically, and not outlined in the letter, the time granted was broken down as follows:

May 25, 1973	1 day	This is the result of a stop work order, effective at noon on a Friday, which was given to a contractor at the beginning of the Memorial Day weekend.
Extra work 21 days		This is based on the fact that from the end of the strike to October 12, there were 62 days charged, and 34% of this time was spent on extra work items (or 34% of 62 is 21).

October 13 to November 17 - 36 days. This period of time after October 12, 1973, when the project was essentially complete, should not be charged to the contractor.

Strike start-up - 10 days. This to allow start-up and clean-up time at the conclusions of the strikes.

This total comes to 68 days, and represents time that has been awarded to you because of extra work, strike start-up and days charged after the contract was essentially complete. As you requested at the meeting in this office, we will analyze your claims concerning traffic conditions, accidents, weather, etc. This report will be coming to you shortly.

Marion A. Craft
MARION A. CRAFT
Metro Construction Engineer

cc Al Johnson For your information. The General File you wanted is attached. J. Bond

pq

cc C.T. Keasey, Robt. Shotwell

7742

File: CON 5

DATE March 24, 1975

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Reconsideration of Time Extension
N. Columbia Blvd.-Marquam Br. Section
FAP No. EHS I-5-6(74)302, Contract No. 7742

A time extension granted last year, May 28, 1974, approved a 68-day extension which left 38¼ days still in effect at $200 per day. The contractor subsequently asked for reconsideration and submitted more information, particularly in regard to project delay because of traffic accidents (pertinent letters dated 7-9-74 and 1-23-75 are attached).

Serious accidents did occur which delayed the work. The second shift was curtailed after a November 6, 1972 accident for the rest of the month while safety procedures were reviewed. Special provisions required that certain work be done during night hours so progress on the median barrier was interrupted during this time. There is basis to recognize the accident problem as a reason beyond the control of the contractor.

There were five occasions when work was interrupted for a day or more by accidents. These interruptions accumulate to 28 days. Your concurrence is requested in a 28-day time extension, leaving 10¼ days of liquidated damages in effect amounting to $2,100.

JAB:fr ia
Att.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
R. N. Bothman
Contract Payments

227-1470
227-1479

Construction and General Laborers' Union

Local Number 320

I. H. C., B. & G. L. U.

Affiliated with
Oregon AFL-CIO
Oregon State District Council of Laborers
Multnomah County Labor Council
Building Trades Council

PORTLAND, OREGON 97201

101 A Portland Labor Center
501 S. W. Arthur Street

January 23, 1975

Schrader Construction, Inc.
7912 S.E. Powell Blvd.
Portland, Oregon 97206

Attention: Mr. Ray Schrader

Subject: Troubles on I-5 Project

Dear Ray:

This letter is to recount the many troubles Local #320 had in dealing with your companys' I-5 Project beginning with the on the job accident which killed your Engineer and left one of our members, Brother Harold Ahlsted, in a condition of never being able to work again.

The November 6, 1972 accident proved the extreme hazards involved with traffic on the project and caused many comolaints from our members working on the job. Because of these hazards, many of our good members positively would not work the job at all, which in turn made it most difficult for this local to provide your company with competent employees.

During the period the I-5 job was shut down to analyze safety situations, it developed our many discussions on what could be done to improve safety on this project, up to and including trying to close the "on" ramps, were to no avail.

I can well remember how concerned you were for our members working on your job and believe me I appreciate such consideration. The plain truth is I don't know how you managed to complete the job with less trouble than you had, especially in light of the fact that the extra police situation was not solved until the middle of 1973.

Again, thank you for your concern for my members and may I wish you the very best in the future.

Very truly yours,

Ernest C. VanCleave

Ernest C. VanCleave
Business Manager
Labor Local #320

ECVanC/bh

SCHRADER CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

7912 S.E. POWELL BLVD. PORTLAND, OREGON 97206

777-2236

July 9, 1974

Oregon State Highway Division
1101 N. Russell Street
Portland, Oregon 97227

RECEIVED
JUL 10 1974
ROBERT E. SHOTWELL
RESIDENT BRIDGE ENGINEER

Attention: Mr. Robert Shotwell
Resident Bridge Engineer

Re: CONTRACT NO. 7742 - N. COLUMBIA BLVD.-MARQUAM BRIDGE SECTION

Subject: CALENDAR DAY CHARGES

Gentlemen:

In our recent meeting with your office and the Metropolitan Engineers' office, we stated that we felt that excessive day count had been made against subject contract. The excess charges appear to be in three areas:

ME CE PE DE OE
METROPOLITAN ENGINEER
JUL 23 1974

Item 1. Delays due to accidents.

Item 2. Landscape operations.

Item 3. The impact of force account works on the completion.

In discussing these items as listed above, we present the following facts to substantiate our claim:

Item 1. Automobile accidents occurred on 8/29/72, 11/6/72, 1/30/73, 5/8/73 and 5/24/73. Details are a matter of police record. It is our claim that time should not be charged for these accidents because we were unable to perform at least 60% during the shift. In the matter of the accident of 11/6/72 in which our project engineer, Mr. Stinnett, was killed, this project did not function after November 6th for the remainder of the month. Beyond November 30th no day count is charged under the contractual stipulations. During the month of November, the State Industrial Accident Commission and the Central Labor Council's safety committee, of which Mr. Van Cleave of Local No. 320 is a member, conducted an investigation. They made an extensive study of traffic control to determine for all union crafts that the job was receiving maximum safety consideration. This was also complicated by the fact that Mr. Spooner of the Operating Engineers was injured and in the hospital for several months.

The State and Contractor experienced very tense public relations with the public

at this time. The Governor was contacted by the unions and the State Police had made statements that they did not have the funds to provide additional patrols. They also admitted that if an accident occurred, they would have to leave the job and go to the accident. You will recall that a law suit of several hundred thousand dollars was filed and tried, in which the State personnel was called to the witness stand. The insurance company of Tri-Met was attempting to deny liability for the accident. The court record substantiates our claim of safety. However, the fact still remains that we are being penalized by the State. It is our claim that we should be credited with 24 days for the Stinnett case and 1 day each for 8/29/72, 1/30/73, 5/8/73 and 5/24/73, or a total of 28 days due to accidents beyond the Contractor's control.

seed, mulch re-planting $2000.

Item 2. Landscaping. Extra work order No. 19 was signed on May 16 and transmitted on May 18. We were under strike on June 1st. We notified you that due to the extremely low temperature during the winter, many of the plants required had been destroyed in the nursery. Also Mr. Lockyear researched the state to procure the required plants, both for the State work add the Contractor's work. Our records indicate that the punch list was completed on October 9. The day count continued to November 17. Mr. Lockyear's work was completed on 11/2/73. As this was a specialized operation requiring work on the part of the landscaper beyond the normal procurement of plants, it is our claim that no time should be charged against the contract for Extra Work Order No. 19, for a total of 16 days.

Item 3. Impact of force account work. Due to traffic control and necessity of working some items during night shift, the extra work had an impact on the total completion of all items within the median area. However we were particularly delayed by Extra Work Order No. 17 as this work was within the median and in order to construct the manhole and pipeline, it was necessary to work beyond the fog line. This work commenced after the strike and delayed the closure section five days from August 30 through September 12, 1973.

We feel the above outlines the major items of delay. Our records indicate additional delays such as locating a leak in the impact attenuator and with temporary lights on Marquam Bridge, both of which were extra work. Your records indicate these conditions. We ask that they be considered in your overall decision.

In summary we are claiming a total of 49 days additional time delay beyond the control of Schrader Construction Co., Inc.

Yours very truly,

SCHRADER CONSTRUCTION CO., INC.

R. A. Schrader
President

RAS:jp

TIME EXTENSION NARRATIVE

In reviewing a request for a time extension as outlined in our letter of July 9, 1974, there are four (4) areas of concern that justify this request.

AREA 1) ACCIDENTS

Of the seventeen or more accidents which occurred during working hours on this project, there are six (6) which substantially delayed the project for more than what could reasonably and normally be expected for a project of this nature and magnitude.

1) August 29, 1972 - 10:30 A.M.

During the process of job daily mobilization, a Consolidated Freightways tank truck rear-ended Schrader Construction Co.'s pickup and a sequential flasher unit.

Both median and shoulder work were scheduled for the day. Shoulder work was performed on an interrupted basis but no median work was able to be performed.

Of the eight (8) men on the project, four (4) were "home at 1:30 P.M.", two of whom went to the doctor or hospital for checkups.

2) November 6, 1972 - 7:30 A.M.

During the process of securing the project from the night shift, a Tri-Met bus ran over Schrader Construction Co.'s field engineer and an operating engineer.

During the period November 6 to early December, contract work was at a virtual standstill while trying to get the safety aspects of the project reorganized with State Police Patrol, as requested by job unions and the Central Labor Council Safety Committee working with the Governor's office.

The work on November 21 and November 22 was confined to replacing broken sections of median barrier that were damaged by a Crown Zellerbach truck accident on September 19, 1972. This work was also performed at the State's direction "before any more barrier is set" or words to that effect. It was Monday, November 27th, before the mobil radio was back in operation on our equipment and Tuesday, November 28th, before the Oregon State Police agreed to patrol the operations.

During a period of no time charged

3) January 30, 1973 - 1:05 P.M.

A project pickup truck was hit in N.B. lanes at approximately station 230+. Both the median crew and shoulder crew assisted in traffic dispersion and by the time this was accomplished (sometime after 2:00 P.M.), the signs were turned and the project was secured for the shift.

2 accidents

4) & 5) May 8, 1973 - 7:50 A.M. and 11:50 A.M.

These accidents did not involve Schrader Construction Co. personnel at the times of the accidents; however they did damage to the barrier which required corrective action on the proceeding night shift prior to the commencement of regularly scheduled contract work.

6) May 24, 1973 - 1130 A.M.

The crew was working on a storm sewer installation in the vicinity of Morrison bridge when a sports car ran through signing and flasher and hit a partially loaded dump truck. Due to this accident and resultant clean-up and traffic dispersion, no storm sewer was placed on this shift.

As the above were beyond the control of the State Engineer or Schrader Const. Co. and could only be corrected during low traffic flow, these accidents account for an extension of time request of 28 days; 24 days for November day count during our safety efforts and 1 day each for the other accidents listed.

AREA 2) LANDSCAPE OPERATIONS

This item is quite significant in that it deals in several areas: orders for extra work, extra work on price agreement work and restorative work to contract work.

This work was all performed from October 8, 1973 to November 15, 1973. The work from October 8 to November 2, 1973 was work on EWO #19. This EWO signed May 16, 1973 and transmitted May 18, 1973 was in effect prior to many areas being ready to receive any seeding or mulching. The work from November 2, 1973 to November 15, 1973 was restorative work to contract work. The final landscape damage repair punch list was not received until October 22, 1973 by Schrader Const. Co.

Certain plants, specifically the Bearberry or Kinikinik, as specified by the State, was not available in the quantities required, due to the prior winter kill. This necessitated a lengthy search throughout the state for the required plants to satisfy the requirements of this work.

The completion of Schrader Construction Co. work was delayed 16 days due to the landscaping efforts as outlined above.

AREA 3) IMPACT OF FORCE ACCOUNT WORK

1) EWO #17, manhole reconstruction at station 411+10 was signed April 16, 1973. This work had to be performed as the State directed i.e. at night and without separate signing or traffic control. This had the effect of making Schrader Construction Co. wait to do this work until such time as the project's southerly progression would allow. This work was of such a nature as to preclude the "straight through" method of setting the median barrier and necessitated an extra cast-in-place section.

2) EWO #20, fencing on Meidler Widening, P.A. #3. This work could only be accomplished as one of the last items on P.A. #8's schedule. This work was done on October 1, 2 and 5, 1973.

3) EWO #21, repair of damaged items pre-accepted by the State. This order was signed June 25, 1973 and corrective work was performed on October 4, 1973.

While every effort was made to work all extra work along with contract work, the work required for subject manhole and pipeline delayed the closure section 5 days.

REA 4) INCIDENT WEATHER

This project operated under a calendar workday count which by specifications excludes the time between December 1 and February 28 inclusive.

1) November 3, 1972, night shift. "Hard rain most of night causing alignment problems." "Unable to place last truck load of barrier due to slow progress." "Had to go into overtime to finish what was accomplished." Production approximately 15%.

2) March 1, 1973, day shift. Heavy wind and rain most of day. Two men on sign maintenance all day. Three men sent home at their request after a couple of hours of futile effort. The day's pour and the proceeding night shift pour both cancelled.

3) May 8, 1973. Excessively hard wind and rain on the night shift cancelled asphalt paving thereby eliminating the setting of barrier on the following shift. This same weather created excessive traffic hazards and decreased production efficiencies.

hout considering the thousands of daily delays due to such things as traffic de-
s, restricted access to work areas, traffic volumes, both vehicular and pedestrian,
above mentioned (4) basic areas constitute 49 days of contract time beyond the
ntrol of Schrader Construction Co.

June 4, 1973 we requested a time extension as the project would be substantially
plete by July 17th. The State asked that all items of extra work be completed
fore we discussed time. October 9, 1973, all punch lists were completed for
oject. Extra work time was charged for repair of leaking bag on impact attenu-
r installed under force account. We were unable to remove early warning signs
il this was complete. Under this procedure Schrader Construction Co. is penal-
d for doing force account work.

7742

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

Portland, Oregon 97227
August 16, 1974

Schrader Construction Co., Inc.
7912 S.E. Powell Blvd.
Portland, Oregon 97206

RE: N. Columbia Blvd. - Marquam Br.
Contract No. 7742

We have reviewed your itemized letter of July 9, 1974, in regard to an extension of time. We can find no additional reasons to grant additional time beyond the 68 days already allowed.

Robert E. Shotwell
Resident Engineer

RES:rsr

CC: R. N. Bothman
Files.

Coulter
Keasey
cc

RECEIVED
AUG 27 1974
Office of
Assistant State Highway Engineer

METROPOLITAN ENGINEER
AUG 19 1974

STATE COPY

1742

8-14-74

U.S. DEPARTMENT OF TRANSPORTATION
FED. HIGHWAY ADMINISTRATION

Wash DC (HHO-32)
OSHD (Coulter)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	12	Multnomah	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
8-14-74	C. T. Christianson, Area Engineer		I-5-6(74)302
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
11-17-73	3-20-74	111%	275 C.W.D.
APPROVED EXTENSIONS	LOCATION		
68 days	I-5, Portland, Marquam Br. to N. Columbia Blvd.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT
AUG 20 1974
Washington

N. COLUMBIA BLVD. - MARQUAM BR. SEC.
PACIFIC HIGHWAY
Guardrail, Median Barrier, Signing & Illumination

The project was completed at a final cost of $1,652,307.74 representing a 3.2 percent underrun. No significant deviations from contract quantities were necessary.

Traffic control and safety were major concerns throughout this project. The Contractor and the Resident Engineer put forth a concerted effort in this area under very hazardous conditions. In spite of some accidents and a fatality, I believe these efforts were very productive in protecting the work force and the traveling public.

RECEIVED
AUG 20 1974
Office of
Assistant State Highway Engineer

8-20-74
cy Const.

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE: Original signed by C. T. CHRISTIANSON		SIGNATURE: Original signed by E. J. Valach	
C. T. Christianson		E. J. Valach	
TITLE: Area Engineer	DATE: 8-15-74	TITLE: District Engineer	DATE: AUG 20 1974

FORM FHWA-1446 B (12-73) FORMELY PR-33E
Previous Editions Of PR-33E Will Not Be Used.

7742

July 1, 1974

Reliance Insurance Co.
700 N.E. Multnomah
Portland, OR 97232

Gentlemen:

A post-final payment for $13,962.20 will be made to Schrader Construction Co., Inc. on Contract No. 7742 for work on the N. Columbia Blvd.-Marquam Bridge Section of the Pacific Highway in Multnomah County as soon as the warrant is prepared.

The total amount paid on this contract will be $1,332,964.29 including the post-final payment. Of the total $36,151.62 is for force account.

Very truly yours,

C. W. Maad
COMMISSION SERVICES

rw

cc: Schrader Construction Co., Inc.
7912 S.E. Powell Blvd.
Portland, OR 97206

bc: C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
R. N. Bothman

7742

May 28, 1974

Schrader Construction Company, Inc.
7912 S. E. Powell
Portland, OR 97206

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7742 for work on the N. Columbia Blvd.-Marquam Bridge in Multnomah County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 68 days is granted because of the added extra work items. This takes into account the fact that about eight percent of the regular contract work remained to be done when the original contract time expired.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
C. T. Keasey
Vince Gallagher
H S. Coulter
Ed Hardt

JAB:fr cm

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7742 Contractor Schrader Construction Co., Inc.

Highway Pacific

Section N. Columbia Blvd. - Marquam Br.

Kind of Work Guard Rail, Median Barrier, Signing & Illumination

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or GRANTED. The reasons for such recommendation are as follows:

Recommend 68 days for extra work added including widening of Weidler Street off-ramp.

Recommended for Approval:

Division Engineer

Construction Engineer or ~~Bridge Engineer~~

~~Asst.~~ State Highway Engineer

Contract No.	7742
Project designation	Federal (State-Federal)
Date awarded	May 4, 1972
Work started	June 7 1972
Per cent completed	100% 11/17/73 (Date)
No. of Workdays Allowed	275
No. of Workdays Used	381 1/2
No. of Added Workdays Requested	115 1/2

SP*0236-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date October 8, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 275 days to 390½ days, within which to complete our Contract No. 7742, without the assessment of liquidated damages. The said contract is described as follows: **N. Columbia Blvd.-Marquam Bridge. Guard rail, median barrier, signing and illumination.**

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: **The basic contract was substantially complete June 2, 1973. Although no day count was assessed because of pickets during labor negotiations, additional time was required to complete the assigned force account and price agreement orders within the basic traffic control requirements and to phase this work into the basic contract under safe working conditions. Additional time was required for miscellaneous cleanup and repair to damaged contract items caused by traffic beyond the control of the State Highway Division or Schrader Construction Co., Inc., which consisted primarily of damaged median barrier.**

This is a total extension of 115½ days.

Respectfully submitted,

SCHRADER CONSTRUCTION CO., INC.
Contractor

By R. A. Schrader
R. A. Schrader, President

HIGHWAY ENGINEER
RECEIVED
NOV 9 1973
HE AME AME MOE MDE MTE

CONSENT OF SURETY

Date October 26, 1973

We, RELIANCE INSURANCE COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

May E. Mowrey
May E. Mowrey, Attorney-in-fact

(SEAL)

Paul C. Asher
Paul C. Asher, Resident Agent

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

RECEIVED
MAY 6 1974
Office of
Assistant State Highway Engineer

FILE:

Salem, Oregon
April 30, 1974

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant Highway Engineer

SUBJECT: Time Extension Request
N. Columbia Blvd. -Marquam Br.
Contract No. 7742
FAP No. EHS-I-5-6(74)302

Schrader Construction Company, Inc., the contractor for the subject project, has requested a 115-1/2 day extension of contract time without assessment of liquidated damages. The reasons given in the request are delays related to 1973 labor disputes, and extra work items.

The contract was awarded May 4, 1972 and allotted 275 calendar work days to complete the work, which forecast a completion date of May 18, 1973. The contractor began work June 7, 1972 after 10 per cent of the allotted time had elapsed. A small work force was used during the early portion of the work and by mid-August the work was approximately 10 per cent complete while approximately 30 per cent of the allotted time had elapsed. The contractor worked during the winter and then increased the work force (and rate of completion) during the 1973 spring months. When the contract time expired June 2, 1973, the contractor had completed approximately 92 per cent of the final bid item, quantities and negligible extra work. The project was completed November 17, 1973 with 381-1/2 calendar work days charged, an overrun of 106-1/2 days at $200 per day.

Two labor disputes, (ordered suspensions of work on holidays) and considerable added work delayed project completion during the summer and fall of 1973. Two methods of estimating the effect of these delays on the project completion follow. The first method is based on the work actually performed after the contract time had expired with a pro-rating of the extra work time value. The second method simply projects a completion of bid item work based on the contractor's contract earnings during the project prior to expiration of contract time. (Time/money).

Alternate 1

The two labor disputes were both resolved during mid-week and time charges were resumed immediately. The contractor could be allowed the remainder of the week in both cases for rescheduling, clean-up, and start-up time. Granting the time up to the Monday following each settlement would extend the contract time by 8 days.

Extra work amounted to 34 per cent of the work performed during the period after the contract time had expired June 3, 1973 through October 12, 1973. (See attached data). If the start-up time noted above is allowed, there would remain 44 days charged during this period. Granting 34 per cent of this time would extend the contract by 15 days.

The work performed after October 12, 1973 was primarily extra work, as the contract items were substantially complete as of that date. (The October 5 estimate of bid item work was actually greater than the final quantity.) The project was completed November 17, 1973 so we could regard the 36 days charged after October 12 as all being justified for extension.

A suspension of work was ordered effective noon of May 25, 1973 for the holiday weekend. The contractor could be allowed the entire day as little meaningful work can be accomplished when limited to a half-day.

The total extension, as outlined above, amounts to 59-1/2 days and would leave 47 days at $200 per day for a total of $9,400.

Alternate 2

When the contract time expired on June 3, 1973, approximately 92 per cent of the bid item work had been completed according to the June 5 monthly estimate.

Assuming the same rate of progress would have been maintained had there been no major delays, the contractor would have required an additional 24 days to complete all bid item work. This would make the contractor responsible for 24 days of liquidated damages at $200, or $4,800. The remaining time required to complete the project would be attributed to delays beyond the contractor's control and work added to the contract and would derive 82-1/2 days extension.

The second alternate has the appeal of simplicity and requires just one assumption.

The widening of the Weidler St. off-ramp (P.A. 8) was a significant late added package of work which along with other added orders changed the project completion schedule. (4 price agreements and 19 extra work orders)

This was an Interstate project. Rough draft letters to FHWA and contractor on basis of the 82-1/2-day extension are attached.

JAB:WR:fr
Att.
cc: V. L. Gallagher

ACCUMULATED TOTALS

Estimated Ending	Bid Items	Price Agreements	Extra Work Orders
June 5	$1,347,907.78	(-) $4,869.26	$6,991.91
July 5	1,369,487.53	(-) 5,022.46	12,199.57
August 5	1,374,316.13	(-) 5,022.46	12,735.93
September 5	1,433,517.43	(+) 7,791.01	12,788.17
October 5	1,466,804.23	(+) 39,071.46	13,282.65
		To Oct. 12 = (+11,615.91	-1,459.71)
November 5	1,461,854.05	(+) 42,519.44	22,825.49
Final	$1,461,959.97	$42,444.81	$36,151.62

As of
6-5-73

Remaining Bid Item work = $114,052.19 = 59.9%
Remaining Extra work = 76,473.78 = 40.1%
$190,525.97

7742

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: May 20, 1974

In reply refer to: 10-41-AA

SUBJECT: Oregon Project EHS-I-5-6(74)302
N. Columbia Blvd.-Marquam Bridge
Contract #7742
Time Extension

FROM : G. L. Green, Division Engineer

NOTED
H. S. COULTER

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Through our analysis we can only concur in 68 days of the requested 82½-day extension. The labor disputes did not affect the project since the contractor maintained his normal work force during the strikes. Also he was given the added benefit of no time charges during these periods.

Performance of extra work is the only basis we consider justifiable for an extension of time.

/s/ Steven V. Capurso
for G. L. Green

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
MAY 21 74
REFER TO
Coulter
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RECEIVED
MAY 23 1974
Office of
Assistant State Highway Engineer

5-23-74
Mc Keary
Bottleman
Gallagher

7742

File Copy

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 8, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request, Contract 7742
North Columbia Blvd.-Marquam Bridge
FAP No. EHS I-5-6(74)302

Schrader Construction Company, Inc., the contractor for this project, has requested a 115½-day extension of contract time without assessment of liquidated damages. The reasons given are delays related to 1973 labor disputes and extra work items.

The contract was awarded May 4, 1972, with 275 calendar workdays allotted to complete the work, forecasting a completion date of May 18, 1973. When the contract time expired June 2, 1973, the contractor had completed approximately 92 percent of the bid item quantities and negligible extra work. The project was completed November 17, 1973, with 381½ calendar workdays charged, an overrun of 106½ days at $200 a day.

Two labor disputes and considerable added work delayed the project completion during the summer and fall of 1973. When the contract time expired on June 3, 1973, approximately 92 percent of the bid item work had been completed (according to the June 5 monthly estimate). The widening of the Weidler Street off-ramp (P.A. 8) was significant late added work which, along with other added orders, changed the project completion schedule (four price agreements and 19 extra work orders).

Assuming the same rate of progress had there been no major changes, the contractor would have required an additional 24 days to complete all bid item work. This would make the contractor responsible for 24 days of liquidated damages at $200, or $4,800. The

remaining time required to complete the project would be attributable to delays beyond the contractor's control and to added contract work, which would account for 82½ days' extension.

Another approach to this extension would be to analyze the work actually done and the delaying factors.

The two labor disputes were resolved during mid-week and time charges were resumed immediately. In both cases, the contractor could be allowed the remainder of the week for rescheduling, cleanup, and start-up time.

Extra work amounted to 34 percent of the work performed during the period after the contract time had expired June 3, 1973 through October 12, 1973 (see attached data). If the start-up time is allowed, 44 days charged during this period would remain.

The work performed after October 12, 1973 was primarily extra work, as the contract items were then substantially complete (the October 5 estimate of bid item work was actually greater than the final quantity). The project was completed November 17, 1973, so the 36 days charged after October 12 could be regarded as all being justified for extension.

A suspension of work was ordered effective noon on May 25, 1973, for the holiday weekend. The contractor could be allowed the entire day as little meaningful work can be accomplished when limited to a half day.

This last approach may not give the true effect of the late added work. Once the work schedule is changed, the remaining regular contract work takes a different priority.

Your concurrence is requested in an extension under the first (time/money) method of 82½ days.

Att.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
R. N. Bothman
V. L. Gallagher

ACCUMULATED TOTALS

Estimated Ending	Bid Items	Price Agreements	Extra Work Orders
June 5	$1,347,907.78	(-) $4,869.26	$6,991.91
July 5	1,369,487.53	(-) 5,022.46	12,199.57
August 5	1,374,316.13	(-) 5,022.46	12,735.93
September 5	1,433,517.43	(+) 7,791.01	12,788.17
October 5	1,466,804.23	(+) 39,071.46	13,282.65
		To Oct. 12 = (+11,615.91	-1,459.71)
November 5	1,461,854.05	(+) 42,519.44	22,825.49
Final	$1,461,959.97	$42,444.81	$36,151.62

As of
6-5-73

Remaining Bid Item work = $114,052.19 = 59.9%
Remaining Extra work = 76,473.78 = 40.1%
$190,525.97

7742

April 2, 1974

Reliance Insurance Company
Portland Office
700 N. E. Multnomah
Portland, OR 97232

Gentlemen:

On March 22, 1974, we wrote to you concerning release of final payment on Contract No. 7742 awarded to Schrader Construction Co., Inc., for work on the N. Columbia Blvd.-Marquam Bridge Section of the Pacific Highway in Multnomah County.

Final payment on this contract is $33,735.69 and the total contract amount is $1,519,082.09 including $36,151.62 for work performed under force account.

Very truly yours,

C. W. Reed
CONCESSION SERVICES

jm

cc: Schrader Construction Co., Inc.
7912 S.E. Powell Blvd.
Portland, OR 97206

bc: C. T. Kessey
Walt Hart
V. E. Skoog - Attn: Dick Hacek
Robert Bothman

7742

STATE COPY

MONTHLY TRANSACTION NUMBER: 1-2	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: OREGON
PROJECT REPORT NUMBER: 7	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY: Multnomah
MODIFICATION NUMBER: 1	(PPM 21-7) 1-2-74	PROJECT NUMBER: FHS-I-5-6(74)302 Safety

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 17, 19 72, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 1,658,228	$ 1,724,462
Federal Funds	$ 1,529,880	$ 1,591,161
Other revisions		

This modification is made for the following reasons:
To include approved items previously retained in program status and to add approved price agreements.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 2d day of January, 19 74.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Johnston

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By for G. L. Green (Division Engineer)

NOTED
A. E. JOHNSON

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

December 21, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

SUBJECT Project No. EHS-I-5-6(74)302 Safety
N. Columbia Blvd.-Marquam Bridge Section

We are forwarding four copies each of a revised project agreement for the subject project. Two copies of the modification of project agreement have been signed by a Highway official.

DRH:bb

Oregon State Highway Division

Federal-aid Project
No. EHS-I-5-6(74)302 Safety

N. COLUMBIA BLVD.-MARQUAM BRIDGE SECTION

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, December 21, 1973

Revised Project Agreement Estimate.

Type Code Y101
Guardrail (Sta. 168+00 to Sta. 466+50)

Subtotal on previous estimate of May 11, 1972			$1,507,480.00
			$1,507,480.00

Revised Estimate

Salvage and Reinstall Lights on Barrier on Marquam Bridge (EWO#18)	All Required		$ 500.00
Reconstruct Manhole, Sta. 411+10 (EWO#17)	All Required		1,755.00
Repair Damaged Illumination Wiring (EWO#12)	All Required		5,430.00
Seeding and Mulching (EWO#19)	All Required		5,040.00
Relocate Chain Link Fence (EWO#18)	All Required		440.00
Widen Weidler St. Off Ramp (PA#8)			
Temporary Protection and Direction of Traffic	All Required		5,500.00
Remove Concrete Inlets	2 only	75.00	150.00
General Excavation	1,070 cu.yd.	5.00	5,350.00
Plant Mix Aggregate Base	1,470 ton	6.00	8,820.00
Class "B" Asphalt Concrete	442 ton	12.00	5,304.00
Asphalt in Mix	25 ton	35.00	875.00
Concrete Inlets, Type G-1	2 only	300.00	600.00
Concrete Curbs	29 cu.yd.	70.00	2,030.00
Asphalt Walks	142 sq.yd.	6.50	923.00
Salvage and Reinstall Guardrail	239 lin.ft.	5.00	1,195.00
Install Type II Guardrail	139 lin.ft.	9.00	1,251.00
Guardrail Blocks	20 only	2.50	50.00
Relocate Irrigation System	All Required		2,450.00
Relocate Plantings	All Required		550.00
Revise Existing Illumination, Signing and Signals	All Required		12,000.00
			$ 60,213.00

Subtotal	$1,567,693.00
Engineering	156,769.00
Total	$1,724,462.00

Length of Project - - - 0.00 miles

Federal Funds -	$1,591,161.00
State Funds -	133,301.00
Total	$1,724,462.00

Group 1 - 100%
Contract No. 7742
Prefix: 626-1082

1142

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
5-83		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Multnomah
	5-17-72	PROJECT NO.
		~~INC-I 5-6(74)302 Safety~~

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Marquam Br. to N. Columbia Blvd. (Portland)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION		
OTHER *(Specify)*	4-5-72	0.0

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS ~~Pro Rata 92.27%~~
$ 1,658,228	$ 1,529,880

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

~~OREGON STATE HIGHWAY DIVISION~~
(Official name of Highway Department)

By E. J. Hunter

~~Assistant State Highway Engineer~~
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By L. L. Green
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer MAY 17 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 10, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Project No. ERS-I-5-6(74)302**
N. Columbia Blvd.-Marquam Br. Section

We are forwarding four copies each of a project agreement estimate and project agreement for the subject project. Two copies of the project agreement have been signed by a highway official.

CL:js

Oregon State Highway Division

Federal-Aid
Project No. EHS-I-5-6(74)302 Safety

N. COLUMBIA BLVD.-MARQUAM BRIDGE SECTION

OF THE PACIFIC HIGHWAY IN MULTNOMAH COUNTY

Salem, Oregon, May 11, 1972

Project Agreement Estimate.

Type Code Y101
Guardrail (Sta. 168+00 to Sta. 466+50)

Mobilization	All Required		$ 61,000.00
Temporary Protection and Direction of Traffic	All Required		75,000.00
Removal of Structures and Obstructions	All Required		100,000.00
Embankment in Place	600 cu.yd.	5.00	3,000.00
Trench Excavation	680 cu.yd.	5.00	3,400.00
Class "B" Asphalt Concrete, 4 Inches Thick	3,200 sq.yd.	6.00	19,200.00
8-inch Sewer Pipe	140 lin.ft.	5.00	700.00
10-inch Sewer Pipe	3,700 lin.ft.	6.00	22,200.00
12-inch Sewer Pipe	450 lin.ft.	7.00	3,150.00
Extra for Pipe Under Pavement	3,800 lin.ft.	15.00	57,000.00
Jacking Pipe Under Pavement	45 lin.ft.	50.00	2,250.00
Granular Backfill in Sewers	250 cu.yd.	10.00	2,500.00
6-inch Standard Steel Pipe	35 lin.ft.	30.00	1,050.00
8-inch Standard Steel Pipe	170 lin.ft.	40.00	6,800.00
Concrete Manholes	1 only	2,000.00	2,000.00
Concrete Inlets, Type B	8 only	400.00	3,200.00
Concrete Inlets, Type G	2 only	300.00	600.00
Concrete Inlets, Type G-1	28 only	300.00	8,400.00
Concrete Inlets, Type G-2MA	1 only	300.00	300.00
Guard Rail, Type 2A	6,500 lin.ft.	7.00	45,500.00
Special Metal Median Barrier	70 lin.ft.	15.00	1,050.00
Guard Rail Anchors	20 only	300.00	6,000.00
Extra for Guard Rail Connections to Misc. Structures	24 only	250.00	6,000.00
Concrete Median Barrier, Type 1	22,000 lin.ft.	11.00	242,000.00
Concrete Median Barrier, Type 2	6,900 lin.ft.	20.00	138,000.00
Granular Backfill in Barriers	1,250 cu.yd.	10.00	12,500.00
Concrete Shoulder Barrier	7,300 lin.ft.	10.00	73,000.00
4-inch Exposed Aggregate Surfacing	1,700 sq.yd.	10.00	17,000.00
Concrete Curbs	30 cu.yd.	70.00	2,100.00
Concrete Islands	70 cu.yd.	75.00	5,250.00
Impact Attenuator (Hi-Dro Cushion Cells)	All Required		12,000.00
Revise Existing Irrigation System	All Required		5,000.00
			$ 937,150.00

Type Code Y002
Signing

Removal of Existing Sign Installations	All Required		12,500.00
Painted Wood Sign Posts	All Required		2,500.00
Sign Support Footings	All Required		37,500.00
Breakaway Sign Posts	All Required		4,250.00
Sign Bridge at Sta. 215+45 Rt.	All Required		18,000.00
Cantilever Sign Structure - 35' W. of Vancouver	All Required		4,400.00
Cantilever Sign Structure - 7' W. of Power Pole	All Required		3,750.00
Cantilever Sign Structure - Wheeler and Vancouver	All Required		4,000.00
Cantilever Sign Structure - Wiedler and Williams	All Required		3,750.00
Structure Mounts	All Required		5,000.00
Modification of Existing Sign Bridges	All Required		20,000.00
Modify & Relocate Existing Cantilever Sign Structures	All Required		3,800.00
Mixcellaneous Supports for Exit Number Signs	All Required		9,500.00
Type "A" Signs in Place	1,020 sq.ft.	11.00	11,220.00
Type "M" Signs in Place	34 sq.ft.	10.00	340.00
Moving Type "A", "B", "C" and "D" Signs	All Required		4,000.00
Sign Illumination Equipment	All Required		26,000.00
Sign Covers	44 sq.ft.	5.00	220.00
			$ 170,730.00

Type Code Y030
Illumination

Roadway Lighting Poles and Foundations	All Required		$ 169,000.00
Luminaires and Ballasts	All Required		26,000.00
Switching, Conduit, Wiring, Lamps, etc.	All Required		192,000.00
			$ 387,000.00
			$1,494,880.00
Flagging (60% of Contractor's Cost)	All Required		$ 10,000.00
Temporary Erosion Control	All Required		1,000.00
On-the-Job Trainees (2)	All Required		1,600.00
			$ 12,600.00
	Subtotal		$1,507,480.00
	10% Engr. & Cont.		150,748.00
	Total		$1,658,228.00

Length of Project - - - - - - - - - - 0.00 mile

RETAINED IN PROGRAM STATUS

Salvage & Reinstall Lights on Barrier on Marquam Bridge	All Required	$ 500.00
Reconstruct Manhole Sta. 411+10	All Required	500.00
Repair Damaged Illumination Wiring	All Required	5,000.00
Seeding and Mulching	All Required	1,000.00
Relocate Chain Link Fence	All Required	250.00
	Subtotal	$ 7,250.00
	10% Engr. & Cont.	725.00
	Total	$ 7,975.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Guardrail	$1,658,228.00	$1,529,880.00	$128,348.00
Retain in Program	7,975.00	7,300.00	675.00
Total	$1,666,203.00	$1,537,180.00	$129,023.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 = 100%

Contract No. 7742

Prefix 626-1082

N. COLUMBIA BLVD.-MARQUAM BRIDGE SECTION

NONPARTICIPATING STATE WORK

State Responsibility for Damages	All Required	$ 2,000.00

7742

E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPA...MENT

LD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: N. Columbia Blvd. - Marquam Bridge Section

WEEK ENDING: November 24, 1973

SECTION PREFIX: 626-1082

COUNTY: Multnomah

HIGHWAY: Pacific Highway

KIND OF WORK: Guard Rail, Median Barrier, Signing, & Illumination

OF JOB: Columbia Blvd. - Marquam Br.

CONTRACT NUMBER: 7742

FEDERAL AID PROJECT NUMBER: EHS-I-5-6(74)304

TRACTOR: chrader Construction Co. Inc.

DATE WORK STARTED: June 7, 1972

REVISED COMPLETION DATE: November 17, 1973

OF CONTRACT: y 4, 1972

Specified Calendar Work Days 275 CWD

Calendar Work Days Used 381½ CWD

RAGE FORCE ON PROJECT FOR THE WEEK:

SUPERVISION:

SPECIFIED COMPLETION DATE: June 3, 1973 12:00 Noon

PERCENT OF TIME ELAPSED: 138.7

OJECT AUTHORIZATION: $ 1,706,321.25

ENGINEERING AUTHORIZATION: $ 121,338.40

PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100.00

XCLUSIVE OF ENGINEERING: $ 1,584,982.85

ENGINEERING COST TO DATE: $ 128,300.00

PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100.00

STIMATED COST OF COMPLETED OJECT, EXCLUSIVE OF GINEERING: $ 1,544,965.86

PERCENT OF AUTHORIZATION: 105.7%

DATE PROJECT WAS COMPLETED: November 17, 1973

STIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.52 %

ESTIMATED PERCENT COMPLETE (ROADWORK)

	DRAINAGE	Shoulder	OIL AND/OR PAVE.	Signing	Illumination	
Removal	All Work complete. Median	GRADING	SURFACING	Median Barrier	Shoulder Barrier	PAVING
MILES IN PROJECT						
MILES PARTIALLY COMPLETED		All Work Completed.				
MILES COMPLETED			3200 Sq.Yds.	28,900	7,300	
TOTAL ESTIMATED QUANTITIES (CONTRACT)						
TOTAL QUANTITIES CORRECTED TO DATE						
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE						
AVERAGE DAILY QUANTITIES						
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME						
NUMBER OF SHIFTS PER DAY						
HOURS PER SHIFT						

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.							
PERCENT							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				All Work Completed.
MONDAY				
TUESDAY				
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

5)

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	All Work Completed.
MONDAY	This is the last Field Engineer's Weekly Report on this project.
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

All Work Completed.

SIGNED Robert E. Shotwell, Resident Bridge Engineer

LOCATION 1101 North Russell St.
Portland, Oregon 97227

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

7742

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 23, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-I-5-6(74)302

FROM for R. D. Blaney
L. H. Young
Office Engineer

SUBJECT Request Contract Acceptance

Contract 7742, Work Completed November 17, 1973

Project N. Columbia Blvd.-Marquam Br.

Highway Pacific

County Multnomah

1-21-74
ey Court

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date November 27, 1973

Conditions not acceptable:
None

for G. L. Green
Division Engineer

RECEIVED
STATE HWY ENGR
JAN 21 '74
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

7742

STATE COPY

FORM PR-33B (REV. 3-68) cc: OSHD (H S Coulter) Region Wash DC Area Engr

10-30-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ Contact ☐ Project Stage Inspection ☒ Final Inspection

Region No.	Report No.	County	Division
10	11	Multnomah	Oregon

Date of Inspection	Inspection Made By	Project No.
10-30-73	P. E. O'Neil, Asst Area Engineer	I-5-6(74)302

In Company With

B. Jacksand, Constr Field Engr; A. Harwood, Reg Constr Engr; B. Shotwell, Res Engr, OSHD.

Quality of Work*	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Unsatisfactory	132 %	99.9 %

Report to Include: (1) Scope of Inspection (2) Summary of Findings, Recommendations, and Action Taken.

COPY SENT

*(*Not applicable for all Contracts.)*

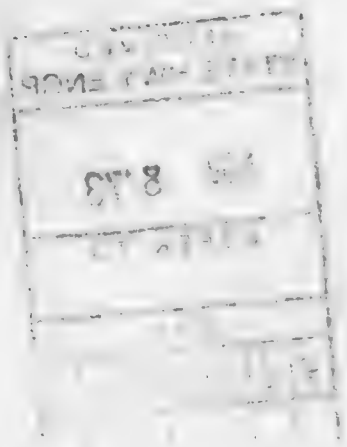
NOV 07 1973

REGIONAL OFFICE

N. COLUMBIA BLVD.-MARQUAM BRIDGE SECTION
PACIFIC HIGHWAY
Guardrail, Median Barrier, Signing, and Illumination

The contractor completed his contract work on October 5, 1973. However, the contractor is presently being charged days since he has not completed his punch list items and the work under Extra Work Order No. 19 which calls for seeding, mulching, and replanting landscaped areas. Final acceptance of the project will be given when the extra work items have been completed. The contractor is 88½ days over on his contract time. He has submitted a request for a time extension based on the extra work items. No recommendations on time are given at this time until I have had a chance to review the request in detail.

The materials reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications. The final report will be submitted upon receipt of the necessary supporting documents.



11-8-73 ml Const. Young

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

7742

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

October 18, 1973

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-I-5-6(74)302

FROM L. H. Young, Office Engineer

Request Contract Acceptance

Contract 7742, Work Completed October 8, 1973

Project N. Columbia Blvd.-Marquam Bridge

Highway Pacific

County Multnomah

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date October 30, 1973

Conditions not acceptable: Acceptance of this project will be made upon completion of the landscaping.

RECEIVED
STATE HWY ENGR
NOV 5'73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

G. L. Green
Division Engineer

NOTED
H. S. COULTER

VG:jb

cc: F. B. Klaboe
L. H. Young
V. Gallagher, File

11-5-73
by Coulter

7742

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Division Engineer
Federal Highway Administration

DATE June 25, 1973

Federal-aid Project No. EHS-I-5-6(74)302

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7742 Extra Work Order No. 20

Project N. Columbia Blvd. - Marquam Br.

Highway Pacific

County Multnomah

The order covers salvaging and reinstalling chain link fence due to the widening of the Weidler Street off-ramp as being performed under Price Agreement 8.

Attached are copies of letters from the Assistant Metropolitan Engineer and the Resident Bridge Engineer.

Approval to proceed with this work was received from your office by letter dated May 31, 1972. This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on June 20, 1973.

Your approval of this order retroactive to May 31, 1972 is requested.

Attach.

JK:dgk

7742

October 29, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-I-5-6(74)302

SUBJECT Request Change Order Approval

Contract 7742, State Force Order No. 3

Project N. Columbia Blvd.-Harquam Br.

Highway Pacific

County Multnomah

This order covers the cost of furnishing and installing additional signing and pavement striping at the Wielder off ramp. The off ramp was widened under price agreement No. 8 but additional signing and striping was not included as part of the work. The contract completion time has expired on this contract and the State is hesitant to require additional add on work to the contract. It is in the public interest to have this work performed by State forces as the contractor is not equipped to perform the work and the State has the trained personnel and special equipment to perform the work.

Copies of the Engineer's letter of explanation are attached.

The estimated cost of this work is $700.00 with Federal participation in the amount of $630.00. Reimbursement on an actual cost basis is requested.

This work was tentatively approved by the Federal Highway Administration District Engineer October 12, 1973.

Your approval as of October 12, 1973 is requested.

Attach.
BMW:js

7742

October 5, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-I-5-6(74)302

SUBJECT Request Change Order Approval

Contract 7742, State Force Order No. 2

Project N. Columbia Blvd.-Marquam Br.

Highway Pacific

County Multnomah

The order covers State Forces moving some existing interchange exit number signs and installing additional signs as needed due to various revisions in the numbering of exits. It is in the public's interest for State Forces to perform this work since the contractor is presently being charged for overtime and the addition of extra work would not be desirable. The State has the necessary special equipment and trained personnel to perform the work most economically and expeditiously.

The estimated total cost of the work to be done under this order is $2,500 with Federal participation of $2,250. Reimbursement on an actual cost basis is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 3, 1973.

Your approval as of October 3, 1973 is requested.

Attach.

JK:js

7742

cc: OSHD (A E Johnson) C Hoefler 3-21-73
Region
Wash DC
Area Engr Christianson

WHITE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
CST

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3/21/73	P. E. O'Neil, Asst Area Engineer	I-5-6(74)302

IN COMPANY WITH
C. Lobaugh, Asst Res Engr, OSHD; K. L. Almquist, Highway Engineer Trainee, FHWA.

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	73%	56%

COPY SENT

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

MAR 28 1973

REGIONAL OFFICE

N. COLUMBIA BLVD.-MARQUAM BRIDGE SECTION
PACIFIC HIGHWAY
Guardrail, Median Barrier, Signing, and Illumination

Stage Inspection: Median Barrier

1. SCOPE OF INSPECTION

The purpose of this inspection was to review the contractor's construction procedures concerning guardrail and median barrier and to review the State's inspection and quality control procedures.

2. FINDINGS

3-29-73 Constr. of York - 9

a. The State had an ample and well-qualified crew to conduct the required inspection as well as sampling and testing to assure a quality product.

b. The specifications require a 7.2 sack mix for concrete in the barrier closures; however, at the outset of the project the State was supplied a 6.3 sack mix.

c. The contractor started placement of shoulder barrier in several areas; however, he has not completed these areas and is leaving exposed retaining wall ends and piers which are hazardous to the traveling public.

d. The contractor will not be able to complete his work within the specified time.

3. RECOMMENDATIONS AND ACTIONS TAKEN

The 6.3 sack mix concrete that was supplied at the outset of the project for the barrier closure amounted to less than 100 cubic yards and was meeting the approximate design strengths called for in the plans and specifications. It is not felt to be detrimental to the integrity of

(more)

the barrier. The State has corrected the mix to the 7.2 sack mix for all future barrier closure pours. The State will be processing a price agreement for a rebate on the difference in cement content between the 6.3 and 7.2 sack mixes.

The project personnel have made an effort to get the contractor to complete the shoulder barriers once he started work; however, they do not have any means to enforce work completion. On future projects it is recommended that a time limit be placed in the specifications so that the contractor cannot leave these hazards once he has started construction in the specific areas.

At the present time it does not appear that the contractor has a basis for a time extension. The only work beyond the normal contract has been some minor price agreement work and extra work.

Attached to the Division office copy of this report are backup notes for this inspection.

RECEIVED
STATE HWY ENGR
MAR 29 '73
REFER TO
FOR

7742

March 14, 1973

Power Rents, Inc.
10380 Cascade Avenue
Tigard, Oregon 97223

Attention: Irwin S himmel
President

Gentlemen:

This is in reply to your recent letter concerning the status of your claims which have been filed with the Secretary of State against Al Kalkhoven on State Highway Contract Nos. 7742, 7656 and 7683.

All of these claims have been filed within six months after acceptance by the Highway Commission or prior to completion of the contract.

These contracts are covered by a 100 percent bond which assures the State of completion of the contract and also for the payment of all bills for labor and materials used.

For your information we are attaching a copy of Excerpts from Oregon Revised Statutes relating to Public Contracts. Action by Claimant on Contractor's Bond is outlined under ORS 279.526 on Page 3 of the excerpts.

In other cases similar to yours, we have suggested that they contact their attorney. You might wish to do the same.

We are forwarding a copy of your letter to the three sureties on these contracts so that they will be aware that your claims are still unpaid.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:hs
cc Reliance Insurance Company
United Pacific Ins. Co.
General Ins. Co. of America
Schrader Construction Co., Inc.
Al Kalkhoven
W. R. Grasle Company

POWER RENTS, INC. 10380 CASCADE AVE., TIGARD, OREGON 97223, PHONE 620-1235

February 24, 1973

Mr. C. W. Head
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Our December correspondence concerning Al Kalkhoven

Dear Sir:

On December 15, 1972 we wrote you concerning outstanding invoices we hold against Al Kalkhoven.

We were advised by you in letters dated December 20 and December 21 that you had notified the proper authorities of our claim. To date, we have received no further word concerning this matter.

Please advise us as to what steps are being taken in our behalf.

Very truly yours,

POWER RENTS, INC.

Irwin Schimmel

Irwin Schimmel, President

IS:lj

Contract # 7656, 7683, and 7742

RECEIVED
FEB 27 1973
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

7742 ○ I-5

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 12, 1973

SUBJECT: Weidler Street Off-Ramp Widening
Columbia Blvd.-Marquam Br. Safety Project
I-5 Contract No. 7742

To: Frank Hall
Road Design Engineer
STATE HIGHWAY BUILDING

Prefix 626-1082-905
10V-278

Enclosed is a plan for widening of the Weidler Street off-ramp from I-5 in Portland, proposed by Assistant Metro Engineer A. C. Harwood to be performed under the current Columbia Boulevard-Marquam Bridge Safety Project.

If this plan is approved, please have the plans prepared and forwarded to the Metropolitan Region.

If this work is to be done under the present contract, it is urgent that the plans be prepared and work started at the earliest possible time.

Approved by division FHWA
(previously to district & by line to Pictin Des. 3/16/73

C. T. Keasey
Construction Engineer

CTK:fr

Enclosure

cc: H. S. Coulter
E. S. Hunter
A. C. Harwood

1 Hall V
2 A. Olson
3 Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
MAR 12 1973
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up / /
Other

NOTED
L. K. WATSON

7742

March 8, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. EHS-I-5-6(74)302

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7742, Extra Work Order No. 14

Project N. Columbia Blvd.-Marquam Br.

Highway Pacific

County Multnomah

The Order covers removal and reinstallation of light poles #68 and #94. This work is required due to fabrication of pole #156 per plan length which resulted in pole being too short for specified location. Changing the locations for adjacent poles will bring them into tolerable limits.

Attached is a copy of a letter from the Assistant Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on March 5, 1973.

Your approval as of March 5, 1973 is requested.

JK:bb

Attach.

7742

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO V. V. Cusack, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE February 21, 1973

Federal-aid Project
No. EHS-I-5-6(74)302

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7742 Extra Work Order No. 12

Project N. Columbia Blvd. - Marquam Br.

Highway Pacific

County Multnomah

This order covers the cost of moving, repairing and replacing existing illumination wiring at several locations where new guard rail installation will be in conflict. Adjustment of this wiring is per section 104.04 of the contract provisions.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer February 2, 1973.

Your approval as of February 2, 1973 is requested.

Attach.

BMW:dgk

7742

February 21, 1973

Pacific Building Materials
3510 S. W. Bond Avenue
Portland, Oregon 97201

Attention: P. F. Jones
N. W. Division Credit Manager

Gentlemen:

The Secretary of State's Office has forwarded to us a copy of your claim letter dated February 2 stating that Allen B. Kalkhoven, subcontractor, owes you $4,036.55 for concrete aggregate and sand.

This appears to be in reference to the Schrader Construction Co., Inc., Contract No. 7742 for work on the N. Columbia Boulevard-Marquam Bridge Section of the Pacific Highway in Multnomah County.

The Reliance Insurance Company, 700 N. E. Multnomah Street, Portland, Oregon 97232 furnished the performance bond on this contract. We will advise all interested parties of the receipt of your claim letter.

Please notify this office when your claim has been paid.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkm
cc Reliance Insurance Co.
Schrader Construction Co., Inc.

NOTED ON CARD
2-21-73
fm

STATE OF OREGON
DEPARTMENT OF STATE
SALEM 97310

CLAY MYERS
SECRETARY OF STATE

GEORGE H. BELL
JACK F. THOMPSON
ASSISTANTS

February 6, 1973

C
O
P
Y

Pacific Building Materials
3510 S. W. Bond Avenue
Portland, Oregon 97201

Gentlemen:

This is to acknowledge receipt of Notice of Claim for filing:

Brought by: Pacific Building Materials, Division of Glacier Sand & Gravel Company
Surety Company: Reliance Insurance
Principal: Allen B. Kalkhoven, subcontractor of Schrader Construction Co., Inc. - W. R. Grasle Co.
Amount of Claim: $4,036.55
Job: Oregon State Hwy. Dept. Contract No. 7742, North Columbia Blvd., Marquam Bridge Section, Pacific Hwy.

This has been filed as of the date of this letter and assigned file number 4764.

Very truly yours,

E. M. Madden, Elections Manager
By

(Mrs.) Darhl L. Couper
Public Records Clerk

cc: Oregon State Highway Division

NOTED
C. W. HEAD

Pacific building materials

Division of Glacier Sand & Gravel Company

3510 S. W. BOND AVENUE PORTLAND, OREGON 97201 226-3221

February 2, 1973

Claim 4764

FILED
FEB 6 1973
CLAY MYERS
SECRETARY OF STATE

CERTIFIED MAIL

The Honorable Clay Myers
Secretary of State
State of Oregon
Salem, Oregon 97310

Reference: Oregon State Hwy. Dept.
Contract No. 7742
North Columbia Blvd.
Marquam Bridge Section
Pacific Hwy.

Dear Sir:

Pursuant to ORS 279.526(1), notice is hereby given that the undersigned, Pacific Building Materials, Division of Glacier Sand & Gravel Company, has a claim for concrete aggregate and sand furnished to Allen B. Kalkhoven, a subcontractor of Schrader Construction Co., Inc. - W. R. Grasle Company under the above referenced Oregon State Highway contract, in the sum of $4,036.55 against the bond taken from Reliance Insurance Company, 700 N.W. Multnomah, Portland, Oregon for the performance of said contract.

Very truly yours,

PACIFIC BUILDING MATERIALS
Div. of Glacier Sand & Gravel Co.

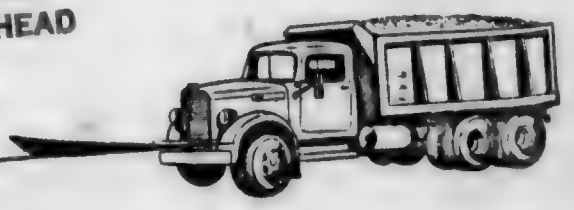
P. F. Jones

By: P. F. Jones
N. W. Division Credit Manager

PFJ/vh

RECEIVED
FEB 6 1973

NOTED
C. W. HEAD



SAND AND GRAVEL • CRUSHED AGGREGATES • READYMIXED CONCRETE

OREGON STATE HIGHWAY DIVISION

7742

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 6, 1973

TO G. L. Green, Division Engineer
~~R. O. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project No. FHS-I-5-6(74)302

FROM L. H. Young
Office Engineer

ORIGINAL SIGNED BY R. D. ASBURRY

SUBJECT Request Change Order Approval

Contract 7742 Extra Work Order No. 11

Project N. Columbia Blvd. - Marquam Br.

Highway Pacific

County Multnomah

The order covers modifying existing conduit and/or junction boxes. This work is necessary in order for boxes to fit over ends of structure as per drawing no. 28081 of the plans.

Attached are copies of letters from the Assistant Metropolitan Engineer and the Resident Bridge Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on January 24, 1973.

Your approval as of January 24, 1973 is requested.

Attach.

JK:dgk

OREGON STATE HIGHWAY DIVISION

7742

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 1, 1973

TO G. L. Green, Division Engineer
~~R. D. Simpson, Division Engineer~~
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

Federal-aid Project
No. EHS-I-5-6(74)302

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7742 Extra Work Order No. 10

Project N. Columbia Blvd. - Marquam Bridge

Highway Pacific

County Multnomah

This order covers the cost to revise the irrigation system lines which falls within the area of new light pole bases. The work covered by this order is in addition to that work covered by Contract Bid Item No. 32 "Revision of Existing Irrigation System".

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer January 24, 1973.

Your approval as of January 24, 1973 is requested.

Attach.

BMW:dgk

7742

4763

FILED
JAN 29 1973
CLAY MYERS
SECRETARY OF STATE

FILED
2-7-73 KO

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 26, 1973

Hankels & McCoy, Inc.
P. O. Box 20307
Portland, Oregon 97220

Gentlemen

This is to acknowledge receipt of your letter of January 18, 1973, advising us that W. R. Grasle Company owes you for excavation work in the amount of $2,127.27 plus interest.

From the description given in your letter, this appears to be in reference to the Schrader Construction Co., Inc., Contract No. 7742 for work on the N. Columbia Boulevard-Marquam Bridge Section of the Pacific Highway in Multnomah County.

The Reliance Insurance Company, 700 N.E. Multnomah, Portland, Oregon 97232, furnished the performance bond on this contract. We will advise them of the receipt of your claim letter, and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

CWH:dr

cc Reliance Insurance Company
700 N.E. Multnomah
Portland, Oregon 97232

Schrader Construction Co., Inc.
7912 S.E. Powell Boulevard
Portland, Oregon 97206

bc Secretary of State - Please acknowledge receipt of attached claim on the enclosed copy of this letter.

HENKELS & McCOY, Inc.

P. O. BOX 20007 - 5031 N. E. 148TH AVE.
PORTLAND, OR 97220

January 18, 1973

Secretary of State
Secretary of State Highway Division
Salem, Oregon 97310

Gentlemen:

Notice is hereby given that the undersigned, Henkels and McCoy, Inc., has a claim for excavation work performed between June and August of 1972, in the sum of $2,127.27 together with interest added on of six percent per annum, from August 6, 1972, until paid against the bond taken from W. R. Grasle Company and its bonding company for the work provided for on Oregon State Highway Job Number 7742 (North Columbia Blvd., Markum Bridge section of Pacific Highway).

This notice given pursuant to ORS Chapter 279.

Dated this 18th day of January, 1973.

BY: _____
HENKELS & McCOY, INC.

cc: Paul R. Meyer
Attorney at Law

W. R. Grasle Company

RECEIVED
JAN 22 1973
OREGON
STATE HIGHWAY COMM.

NOTED
C. W. HEAD

RECEIVED
JAN 1973

FOR FILING

OREGON STATE HIGHWAY DIVISION

7742

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 18, 1973

TO ~~G. I. Green, Division Engineer~~
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. FHS-I-5-6(74)302

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7742 Extra Work Order No. 9

Project N. Columbia Blvd. - Marquam Br.

Highway Pacific

County Multnomah

This order covers the cost of replacing a damaged conduit and junction box located at station "L" 338+00. The contract requires the contractor to use existing conduits for the illumination work on this project. Damage to this conduit was found while the contractor was pulling wires, the conduit evidentally was damaged during installation of guard rail. The work under this order has been performed on an emergency basis so that illumination could be maintained on the project.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer December 27, 1972.

Your approval as of December 27, 1972 is requested.

Attach.

BMW:dgk

RECEIVED
DEC 27 1972

OREGON STATE HIGHWAY DIVISION

7742

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE December 27, 1972

TO G. L. Green, Division Engineer
~~Xxxx Simpson, xx Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. EHS-I-5-6(74)302

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7742 Extra Work Order No. 8

Project N. Columbia Blvd. - Marquam Br.

Highway Pacific

County Multnomah

The order covers replacement of an existing light pole with a davit type light pole to conform with the poles installed on this and the adjoining project.

The existing pole will be salvaged and the project will be credited salvage value.

Attached are copies of letters from the Resident Engineer and the Assistant Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 25, 1972.

Your approval as of October 25, 1972 is requested.

Attach.

JK:dgk

RECEIVED
DEC 27 1972

4745

FILED
DEC 21 1972
CLAY MYERS
SECRETARY OF STATE

RECEIVED
DEC 2 3 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
DEC 97310 AM '72
S
TATE

OREGON STATE HIGHWAY DIVISION

7742

HIGHWAY BUILDING • SALEM, OREGON • December 20, 1972

NOTED ON CARD

Power Rents, Inc.
10380 Cascade Avenue
Tigard, Oregon 97223

Attention: Irwin Schimmel
President

Gentlemen:

This is to acknowledge receipt of your letter of December 15, 1972, with attached purchase orders, stating that Al Kalkhoven owes you for equipment rental in the amount of $553.35.

From the description given in your letter, this appears to be in reference to the Schrader Construction Co., Inc., Contract No. 7742 for guardrail, median barrier, signing and illumination on the N. Columbia Boulevard-Marquam Bridge Section of the Pacific Highway in Multnomah County.

The Reliance Insurance Company, 620 Oregon Bank Building, Portland, Oregon 97204 furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:fkm
cc Schrader Construction Co., Inc.
Reliance Insurance Co.
Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

NOTED
C. W. HEAD

POWER RENTS, INC. 10380 CASCADE AVE., TIGARD, OREGON 97223, PHONE 620-1235

Dec. 15, 1972

Mr. Cecil Head
State Highway Division
Room 121
State Highway Building
Salem, Ore. 97310

Re: 7742

Dear Mr. Head:

I would like to file a claim against Al Kalkhoven, 17660 S. W. Oak, Beaverton, Ore. 97005, forhis refusal to pay off on a charge account in the amount of $553.35.

This equipment was charged on July 26th, Aug. 24th, Sept. 27th, 1972 for Job 7742- N. Columbia Blvd.-Marquam Bridge Section Pacific Hwy. We have received no payment at all.

The name of the bonding company is United Pacific Insurance Co., P. O. Box 1216, Tacoma, Wash.

We are a new company of only one year, and we cannot afford this type of delinquent bills without feeling the hardship. Anything that you could do to speed up this payment would be most appreciated.

Very truly yours

Irwin Schimmel

Irwin Schimmel
President

IS:td

RECEIVED
DEC 19 1972
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

POWER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Ave. – Phone 620-1235
TIGARD, OREGON 97223

PURCHASE ORDER No.

RENTAL CONTRACT No. 4608

Name Al Kalbower

Tel. No. 649-2167

Address

Equip. Used
Location

DRIVER'S LICENSE No.	CAR LICENSE No	DUE IN WITHOUT ADD'TL CHARGE	TIME IN

OTHER IDENTIFICATION

EMPLOYED.. BY

TIME OUT 9/27

ITEM RENTED	MIN RATE	HR.	½ DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
Inv. 3901 · Progress Billing							
2 KW generator							85.00
Elec Hammer							96.00

CHARGES

DEPOSIT	
TOTAL RENT	181.00
MDSE.	
DEL. CGE	
CLEANING CGE.	
TOTAL	181.00
REFUND	

MATERIAL

..... DISCS @ .....c .....
..... POINTS @ .....c .....
..... SPADES @ .....c .....

HOUR METER

IN .....
OUT .....
TOTAL .....

MILEAGE

IN .....
OUT .....
TOTAL .....

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — **RENTALS ARE CASH IN ADVANCE**

WARNING: Failure to promptly return rented property may result in criminal prosecution for a gross misdemeanor

All tools and other equipment are used at lessee's risk. Conditions which prevent satisfactory operation of equipment do not relieve lessee of his responsibility for rental charges. Lessee assumes all responsibility for equipment while out of possession of lessor, and promises to return such equipment to the lessor in as good condition as it was at the effective date of the lease. Lessee shall be liable for any loss, theft, damage or destruction of the above leased property and to indemnify and save harmless lesser from any liability resulting from the use of said articles.

All equipment lost or damaged beyond repair will be paid for by the lessee at the regular replacement price and all damaged equipment which may be repaired will be repaired by the lessor on return thereof and the cost of such repairs shall be paid by the lessee. Accrued rental charges can not be applied against the purchase price or cost of repairs of such damaged or lost equipment. All cartage charges must be borne by lessee.

Scheduled rental rates begin when equipment leaves our store and continue until returned thereto.

WE SELL TIME
WE CHARGE FOR ALL TIME OUT
INCLUDING
SATURDAYS, SUNDAYS, AND HOLIDAYS
Your prompt return will save you money

I agree that all charges for rental, damage, cleaning or material will be paid, and that all collection fees, attorney fees, court costs, or any expense involved in the collection of these charges will be borne by me in the court of the county in which indebtedness is incurred.

OPEN SUNDAYS

Lessee Signature by Bill Spence

POWER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Ave. – Phone 620-1235
TIGARD, OREGON 97223

PURCHASE ORDER No.

RENTAL CONTRACT No. 4607

Name Al Kalkhoven Tel. No.

Address

Equip. Used
Location

DRIVER'S LICENSE No. | CAR LICENSE No. | DUE IN WITHOUT ADD'TL CHARGE | TIME IN

OTHER IDENTIFICATION | EMPLOYED. BY | TIME OUT 9/27

ITEM RENTED	MIN. RATE	HR.	½ DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
Inv 2991 Progress Billing							
Cement bucket							95.00
9/17 to 10/17							

MATERIAL

DISCS @ c
POINTS @ c
SPADES @ c

HOUR METER

IN
OUT
TOTAL

MILEAGE

IN
OUT
TOTAL

CHARGES

DEPOSIT	
TOTAL RENT	95.00
MDSE.	
DEL. CGE	
CLEANING CGE.	
TOTAL	95.00
REFUND	

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — RENTALS ARE CASH IN ADVANCE

WARNING· Failure to promptly return rented property may result in criminal prosecution for a gross misdemeanor

All tools and other equipment are used at lessee's risk. Conditions which prevent satisfactory operation of equipment do not relieve lessee of his responsibility for rental charges.

Lessee assumes all responsibility for equipment while out of possession of lessor, and promises to return such equipment to the lessor in as good condition as it was at the effective date of the lease. Lessee shall be liable for any loss, theft, damage or destruction of the above leased property and to indemnify and save harmless lessor from any liability resulting from the use of said articles.

All equipment lost or damaged beyond repair will be paid for by the lessee at the regular replacement price and all damaged equipment which may be repaired will be repaired by the lessor on return thereof and the cost of such repairs shall be paid by the lessee. Accrued rental charges can not be applied against the purchase price or cost of repairs of such damaged or lost equipment. All cartage charges must be borne by lessee

Scheduled rental rates begin when equipment leaves our store and continue until returned thereto.

WE SELL TIME
WE CHARGE FOR ALL TIME OUT
INCLUDING
SATURDAYS, SUNDAYS, AND HOLIDAYS
Your prompt return will save you money.

I agree that all charges for rental, damage, cleaning or material will be paid, and that all collection fees, attorney fees, court costs, or any expense involved in the collection of these charges will be borne by me in the court of the county in which indebtedness is incurred.

OPEN SUNDAYS

Lessee Signature by Bill Spence

A cleaning charge will be made on items returned unclean.

POWER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Ave. – Phone 620-1235
TIGARD, OREGON 97223

PURCHASE ORDER No.

RENTAL CONTRACT No. 3901

Name Al Kalkhoven Tel. No. 649-2167

Address

Equip. Used
Location

DRIVER'S LICENSE No. | CAR LICENSE No. | DUE IN WITHOUT ADD'TL CHARGE | TIME IN 16.3 Oct 10

OTHER IDENTIFICATION | EMPLOYED.. BY | TIME OUT 13.6 Aug 24

ITEM RENTED	MIN. RATE	HR.	½ DAY OR EVE.	DAY	WEEK END	WEEK	MONTH
Gen 2000				8.00			85.00
Elec Hammer				10.00			96.00

CHARGES	
DEPOSIT	
TOTAL RENT	108.60
MDSE. Points	2.50
DEL. CGE	
CLEANING CGE.	
TOTAL	111.10
REFUND	

MATERIAL

DISCS @ c
2 POINTS @ 1.25ea
SPADES @ c

HOUR METER

IN .....
OUT .....
TOTAL .....

MILEAGE

IN .....
OUT .....
TOTAL .....

CONDITIONS UNDER WHICH TOOLS AND OTHER EQUIPMENT ARE RENTED — **RENTALS ARE CASH IN ADVANCE**

WARNING: Failure to promptly return rented property may result in criminal prosecution for a gross misdemeanor

All tools and other equipment are used at lessee's risk. Conditions which prevent satisfactory operation of equipment do not relieve lessee of his responsibility for rental charges. Lessee assumes all responsibility for equipment while out of possession of lessor, and promises to return such equipment to the lessor in as good condition as it was at the effective date of the lease. Lessee shall be liable for any loss, theft, damage or destruction of the above leased property and to indemnify and save harmless lessor from any liability resulting from the use of said articles.

All equipment lost or damaged beyond repair will be paid for by the lessee at the regular replacement price and all damaged equipment which may be repaired will be repaired by the lessor on return thereof and the cost of such repairs shall be paid by the lessee. Accrued rental charges can not be applied against the purchase price or cost of repairs of such damaged or lost equipment. All cartage charges must be borne by lessee.

Scheduled rental rates begin when equipment leaves our store and continue until returned thereto.

WE SELL TIME
WE CHARGE FOR ALL TIME OUT
INCLUDING
SATURDAYS, SUNDAYS, AND HOLIDAYS
Your prompt return will save you money.

I agree that all charges for rental, damage, cleaning or material will be paid, and that all collection fees, attorney fees, court costs, or any expense involved in the collection of these charges will be borne by me in the court of the county in which indebtedness is incurred.

OPEN SUNDAYS

Lessee Signature Bill Spencer

A cleaning charge will be made on items returned unclean.

POWER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Ave. – Phone 620-1235
TIGARD, OREGON 97223

PURCHASE ORDER No.

RENTAL CONTRACT No. 3860

Name Al Kaikhoven — Tel No.

Address

Equip. Used
Location

DRIVER'S LICENSE No. | CAR LICENSE No | DUE IN WITHOUT ADDTL CHARGE | TIME IN

OTHER IDENTIFICATION | EMPLOYED BY | TIME OUT 8/24

ITEM RENTED	MIN RATE	HR	½ DAY OR EVE	DAY	WEEK END	WEEK	MONTH	CHARGES
Inv. 2991 Progress Billing								DEPOSIT
cement bucket							95.00	TOTAL RENT 95.00
8/17 to 9/17								MDSE.
								DEL CGE
								CLEANING CGE
								TOTAL 95.00
								REFUND

MATERIAL

DISCS @ ... c ...
POINTS @ ... c ...
SPADES @ ... c ...

HOUR METER

IN ...
OUT ...
TOTAL ...

MILEAGE

IN ...
OUT ...
TOTAL ...

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OPEN SUNDAYS

Lessee Signature by Bill Spence

A cleaning charge will be made on items returned unclean.

POWER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Ave. – Phone 620-1235
TIGARD, OREGON 97223

PURCHASE ORDER No.

RENTAL CONTRACT No. 3218

Name Al Kalkhoven Tel. No.

Address

Equip. Used

Location

DRIVER'S LICENSE No.	CAR LICENSE No	DUE IN WITHOUT ADD'TL CHARGE	TIME IN

OTHER IDENTIFICATION | EMPLOYED BY | TIME OUT 7/26

ITEM RENTED	MIN RATE	HR	½ DAY OR EVE	DAY	WEEK END	WEEK	MONTH
Inv. 2991 Progress Billing							
Cement Bucket							95.00
7/17 to 8/17							

CHARGES	
DEPOSIT	
TOTAL RENT	95.00
MDSE.	
DEL. CGE	
CLEANING CGE.	
TOTAL	95.00
REFUND	

MATERIAL	HOUR METER	MILEAGE
DISCS @ c	IN	IN
POINTS @ c	OUT	OUT
SPADES @ c	TOTAL	TOTAL

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OPEN SUNDAYS

Lessee Signature by Bill Spence

A cleaning charge will be made on items returned unclean.

POWER RENTS, INC.

RENTALS – SALES
"A Service Business"
10380 S.W. Cascade Ave. – Phone 620-1235
TIGARD, OREGON 97223

PURCHASE ORDER No.

RENTAL CONTRACT No. 5023

Name Al Kal Kliman Tel. No.

Address

Equip. Used
Location

DRIVER'S LICENSE No.	CAR LICENSE No.	DUE IN WITHOUT ADD'TL CHARGE	TIME IN
OTHER IDENTIFICATION		EMPLOYED BY	TIME OUT

ITEM RENTED	MIN. RATE	HR	½ DAY OR EVE.	DAY	WEEK END	WEEK	MONTH	CHARGES	
CREDIT from Inv. # 4607 Progress Billing From 9-12 To 10-17	CREDIT MEMO							DEPOSIT	
								TOTAL RENT Credit	<23.75>
ORIG. Inv. # 2-1-71								MDSE.	
								DEL. CGE	
								CLEANING CGE.	
								TOTAL	<23.75>
								REFUND	

MATERIAL	HOUR METER	MILEAGE
..... DISCS @ .....c	IN	IN .....
..... POINTS @ .....c	OUT	OUT .....
..... SPADES @ .....c	TOTAL	TOTAL .....

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OPEN SUNDAYS

Lessee Signature _____

A cleaning charge will be made on items returned unclean.

RECEIVED
DEC 1 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7742

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO ~~G. L. Green, Division Engineer~~
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE December 13, 1972

Federal-aid Project
No. FHS-I-5-6(74)302

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7742 Extra Work Order No. 7

Project N. Columbia Blvd. - Marquam Br.

Highway Pacific

County Multnomah

The order covers minor revisions in the roadway and sign illumination installations since the Fremont Bridge is not complete. This work is necessary to keep safety devices in operation and to provide temporary hookups for I-5 lights.

Attached are copies of a letter from the Assistant Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on November 21, 1972.

Your approval as of November 21, 1972 is requested.

Attach.

JK:dgk

RECEIVED
NOV 24 1972

FOR FILING

7742

TO S. L. Green, Division Engineer
Federal Highway Administration

November 22, 1972

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. EHS-I-5-6(74)302

SUBJECT Request Change Order Approval

Contract 7742, Extra Work Order No. 5

Project N. Columbia Blvd.-Marquam Br.

Highway Pacific

County Multnomah

The order covers re-installation of existing signs which are presently mounted on old illumination poles. This work was not provided for in the project plans.

Attached are copies of a letter from the Assistant Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 20, 1972.

Your approval as of October 20, 1972 is requested.

Attach.

JRjod

RECEIVED
NOV 2 1 72

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7742

DATE November 21, 1972

TO G. L. Green, Division Engineer
~~R. F. Simpson, Division Engineer~~
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. EMS-I-5-6(74)302

SUBJECT Request Change Order Approval

Contract 7742, Extra Work Order No. 4

Project N. Columbia Blvd.-Marquam Br.

Highway Pacific

County Multnomah

The order covers patching guard rail post holes in the median area asphaltic concrete. The old guard rail flair at bridge columns is outside the new concrete median flair, leaving the old post holes exposed.

Attached are copies of a letter from the Assistant Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on October 20, 1972.

Your approval as of October 20, 1972 is requested.

Attach.

JKjod

RECEIVED
NOV 21 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7742

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 21, 1972

TO G. L. Green, Division Engineer
Federal Highway Administration
ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. N. Young
Programing Engineer

Federal-aid Project
No. EHS-I-5-6(74)302

SUBJECT Request Change Order Approval

Contract 7742, Extra Work Order No. 3

Project N. Columbia Blvd.-Marquam Br.

Highway Pacific

County Multnomah

The order covers construction of an impact attenuator in lieu of the earth mound as planned for the columns at the Flint O'xing.

Attached are copies of letters from the Bridge Administration Engineer and the Assistant Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on June 5, 1972.

Your approval as of June 5, 1972 is requested.

Attach.

JKred

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JUN 15 1972
FOR FILING

7742

June 15, 1972

TO Glen L. Green, Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. BHS-I-5-6(74)302

FROM George M. Baldwin
Administrator of Highways

by

L. H. Young
Programing Engineer

SUBJECT Notification; Contract Work Started

Contract 7742 Work Started June 7, 1972

Project North Columbia Blvd-Marquam Bridge

Highway Pacific

County Multnomah

VG:kds

774

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

I-5

DATE June 5, 1972

TO Mr. H. S. Coulter
Metropolitan Engineer
M E T R O

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Impact Attenuator for Flint Ave. Uxing
N. Columbia Blvd.-Marquam Bridge Section
Pacific Highway, Multnomah County
Contract 7742

Enclosed are ten full size and 15 reduced size prints of drawings 28239 and 28240 for island reconstruction details.

These drawings are details of an impact attenuator unit that is to replace an earth mound protecting the shoulder barrier gore point at the above location. This revision has FHWA approval. Any cost changes resulting from the revision should be negotiated by a price agreement or extra work order. A copy of our cost estimate is attached. The estimate does not include credit for deleting the earth mound and short length of shoulder barrier.

These drawings are being sent to you for your use and for forwarding to the Resident Engineer and the Contractor for their work. If additional prints are required, please notify this office.

JA:dh
Enclosures

cc R. E. Shotwell /w/ 2 attach.
A. A. Rear /w/ 1 attach.
J. H. Wood /w/ 1 attach.
H. A. Schell /w/ 7 attach. - Please return two sets with your approval noted thereon.
Frank Terpin /w/ 1 attach.

Hall
A. Olson
Terpin
Scott
wenson
R. Olson

RECEIVED
JUN 6 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

Oregon State Highway Division
BRIDGE DESIGN SECTION

Flint Ave U'xing Attenuator — Sheet 1

Bridge N. Columbia Blvd - Marquam Br Sec — County Mult

Calculations by K. Archibald — Date 5-31-72 — Bridge No. 13582

COST ESTIMATE

1. Impact Attenuator Unit:

Std 7-bay, medium unit	=	$5660
Freight = (0.05)(5660)	=	285
Installation of unit	=	500
		6445
Overhead & Profit = (0.25)(6445)	=	1620
		8065

$8065

2. Anchor Block, Back-Up Wall, Slab, etc

Concrete:

Front anchor block = $(3.0)^2(3.5)$	=	31.5 ft³
Back-up wall = (3.0)(5.33)(3.25)	=	52.0
Barrier walls = (2)(2.18)(3.0)	=	13.1
Slab = 0.625[0.5(5.5+9.5)(6.25) + (6.5)(7.5)]	=	107.0
		203.6 ft³

Concrete Cost = $\left(\frac{203.6}{27}\right)$($120/yd³) = 910

Rebar:

Back-up wall	= 152' @ 1.04 #/ft	= 154 #
Barrier walls	= 46.4 @ 1.04	= 48
Slab	= 333 @ 1.04	= 346
		548 #

Rebar Cost = (548)($0.20/16) = 110

Subtotal = 9085 *

20% Engineering & contingencies = 1815

Total = $10900 *

* Does not include granular backfill between barrier walls or exposed aggregate P.C. conc surfacing.

RECEIVED
MAY

OREGON STATE HIGHWAY DIVISION

7742

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 9, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
by L. H. YOUNG
L. H. Young
Programing Engineer

SUBJECT **Concurrence in Award**

Confirmation of your tentative concurrence as of May 4, 1972 is requested in the award of contract for the N. Columbia Blvd.-Marquam Bridge Section, Project No. EHS-I-5-6(74)302.

The contractor receiving the award is Schrader Construction Co., Inc., in the amount of $1,494,880.00 with Contract No. 7742 assigned. This bid was received on April 27, 1972 and awarded May 4, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All rights-of-access, including utilities, to or from abutting property are either (1) denied by law, (2) have been acquired, or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion. All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

In compliance with par. 6b of PPM 21-6.3, we certify that all prospective bidders did acknowledge receipt of the addendums to the plans and proposal for this project before the bid opening date.

Federal Highway Administration Endorsement

Date_____

I concur in the award.

_____
R. E. Simpson, Division Engineer

CL:bb

RECEIVED
MAY 2 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7742

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 2, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT N. Columbia Blvd.-Marquam Br. Section
Oregon Project No. BHS-I-5-6(74)302

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on April 27, 1972, and Schrader Construction Co., Inc., submitted the low bid in the amount of $1,494,880.00, which is $333,698.00 or 28.7% over our Engineer's estimate of $1,161,182.00. Three other bids were received in the amounts of $1,527,012.00, $1,566,831.00 and $1,631,754.00.

We cannot cite any one item or group of items that caused the 28.7% project overrun but have segregated the project into types of work to show the percentage of overrun for each group.

1. Mobilization and Traffic Protection. . . .	5.2%
2. Roadwork	13.7%
3. Signing.	5.9%
4. Illumination	3.9%
Total	28.7%

We feel our estimate was too low on this project because of the following:

1. The estimate was based on average bid prices without any addition for the work being done under extremely heavy traffic (ADT 71,000). This is evident in that almost all the bid items are higher than our estimated amounts.

2. All work in the median must be done at night between 11 p.m. and 6 a.m. because of the restriction conditioned in the specifications that the center lane of traffic can only be barricaded between those hours. No shift differential pay was allowed in the estimate nor was any allowance made for loss of production because of night work.

3. Another restriction imposed on working hours is for sign bridge removal and erection. The work can only be done between 3 a.m. and 6 a.m. because traffic can only be stopped for 30 minutes between those hours. Here again, no extra was allowed for loss of production, shift differential pay and the fact that for this work the crew can only work 3 hours.

We believe the bid is reasonable and that it is in the public interest to award the contract to the low bidder at this time, for the following reasons:

1. The low bidder, Schrader Construction Co. of Portland, is a well-known established responsible bidder.

2. The project was advertised for three weeks with a response from four contractors. A better response is not expected by readvertising.

3. The three lowest bids were well-grouped with a difference of only 5% between them leading us to believe that the road construction contractors have given the State the true cost of the project.

4. Safety-related items of work in the project dictate the design and changes are not possible to lessen the overall project cost.

We are enclosing two copies of our bid tabulations and, if further information is needed, please advise.

DAR:bb
Enc.

cc: F. B. Klaboe
E. S. Hunter
C. T. Keasey
W. J. Hart
C. G. Swenson
E. L. Johnsen
R. N. Chase

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-11-72

EHS-I-5-6(74)302

STATE PROJECT NO.
NORTH COLUMBIA BLVD. - MARQUAM BRIDGE SECTION

E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
I-688

COUNTY NAME
MULTNOMAH

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

7242

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

4-13-72
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
APRIL 5, 1972	APRIL 5, 1972	INTERSTATE ROUTE 5
		STATE ROUTE NUMBER: PACIFIC HIGHWAY ROUTE #1

NOTED 4/18/72 K.L.B.O.E.

GENERAL LOCATION:
CITY OF PORTLAND

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $10,000.00; TEMPORARY EROSION CONTROL IN AMOUNT OF $1,000.00 AND ON THE JOB TRAINING IN AMOUNT OF $1,600.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify) CONTRACTOR'S FLAGGING $10,000.00; TEMPORARY EROSION CONTROL $1,000.00; ON THE JOB TRAINING $1,600.00

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [X] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. YOUNG'S APRIL 3, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 "FINAL ESTIMATE AND FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-11-72	E. Simpson	DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
[illegible]
FOR FILING

7746

DATE March 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
April 27 Bid Letting

Bids will be taken April 27, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. S. E. Foster Road-S. E. Causey Avenue Section, East Portland Freeway, Multnomah and Clackamas Counties
Grade and Structures Project

Sidewalks are being provided on overcrossing structures and various locations throughout the length of the project.

2. N. Columbia Boulevard-Harquam Bridge Section, Pacific Highway, Multnomah County
Sign, Illumination and Safety Project

No footpaths or bicycle trails are incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Arlington and Lime Sections, Columbia River and Old Oregon Trail Highways, Gilliam and Baker Counties
Pneumatic Applied Mortar Project

Same as Number 2.

4. La Grande Section, Old Oregon Trail Highway, Union County
Roadside Improvement Project

Same as Number 2.

5. Ross Island Bridge-Roadway Street Section, Pacific Highway East, Multnomah County Roadside Improvement Project

Same as Number 2.

6. Rickreall-Independence Junction Section, Willamina-Salem Highway, Polk County
Grade, Pave, Structure and Sign Project

Sidewalks are being provided on this project.

7. Sodaville Road-Vail Creek Section, Santiam Highway, Linn County
Grade and Pave Project

Sidewalks are being provided on this project.

8. 5th Street-Oak Street (Phoenix) Section, Rogue Valley Highway, Jackson County
Grade and Pave (Co-op.) Project

Sidewalks are being provided on this project.

9. S. E. 17th Street and Powell Boulevard Section, Mt. Hood Highway, Multnomah County
Grade, Pave and Structure Project

Sidewalks are being provided on this project. Previously on January 11 meeting agenda.

10. Gales Creek Road at "E" Street and Pacific Avenue at "B" Street (Forest Grove) Section, Washington County
Grade, Pave, Signals and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicated an absence of any need for such paths and trails."

11. Newmark Street-South City Limits (North Bend) Section, Broadway Street, Coos County
Grade and Pave Project

Same as Number 10.

12. Columbia River Highway-Old Portland Road Section, FAS 574 (Gable Road), Columbia County
Grade, Pave and Signal Project

Paths and trails will not be established under this project inasmuch as the cost of establishing such paths or trails would be excessively disproportionate to the need and use. Location/design approval for the project was given November 3, 1969. Subsequently, right-of-way and design criteria was established in 1970, which was before the effective date of ORS Chapter 376 as adopted by the 1971 legislature. Columbia County has already acquired the necessary right-of-way for the project based on a roadway consisting of two 12-foot travel lanes and 8-foot paved shoulders. To revise the roadway at this time and require the County to return to the property owners for additional right-of-way to accommodate a footpath or bicycle trail would cause unwarranted expense to the County.

13. Thompson Falls (MP 12.4) Slide Section, FAS 608, Lewis & Clark Road, Clatsop County
Slide Correction Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

14. Little Nestucca River (Header) Bridge Section, Little Nestucca Highway, Tillamook County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 356, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

15. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Provides a bike route along the Willamette River. Previously on February 22 meeting agenda.

16. Columbia River (Astoria) Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

17. Youngs Bay Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

18. Charleston (South Slough) Bridge, Cape Arago Highway, Coos County
Painting Project

Same as Number 13.

19. Cascade Highway at Otty Road Section, Clackamas County
Traffic Signal Project

Same as Number 13.

20. Pacific Highway West at Villa Road (Newberg) Section, Pacific Highway West, Yamhill County
Traffic Signal Project

Same as Number 13. Previously on February 22 meeting agenda.

21. Mary S. Young State Park, Clackamas County
Grade, Pave and Building Project

Footpaths will be established within the park.

22. Cedar Hills Boulevard Interchange, Sunset Highway, Washington County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

23. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
Roadside Improvement Project

Same as Number 22.

These matters will be on the agenda for the April 6 meeting and your approval is requested.

JDM:jp ia

bc Floyd Ouery
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
Victor D. Wolfe
Gary Sund
Gary Ross

RECEIVED

STATE COPY

cc: OSHD (Al Johnson)
Christianson, Area Engr

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

7742

INSPECTION REPORT 3-10-72 gyh

REGION NO.	REPORT ON	DIVISION
10	Plans-in-Hand Inspection	Oregon
DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
3-10-72	C. T. Christianson, Area Engineer	I-5-6(-)301

IN COMPANY WITH
E. J. Valach, Dist Engr, FHWA; Frank Terpin, Final Design Engr, OSHD Metro Staff

REMARKS

NORTH COLUMBIA BOULEVARD - MARQUAM BRIDGE SECTION
PACIFIC HIGHWAY
Safety

The proposed project will provide for improvement of this section of freeway to current safety standards. The work will include replacing the existing beam type median barrier with concrete GM type, modification of highway sign support structures, updating the illumination and an impact attenuator.

Based on previous experience with median barrier work, and because of the heavy traffic on this section it is considered necessary to perform most of the median barrier work during the night when traffic volumes are low. Traffic (ADT) on this section varies from approximately 45,000 at the northerly end to nearly 84,000 at the southerly end. Since a large portion of this route segment is an older four-lane facility it is considered necessary to specify precast median barrier construction in order to minimize construction interference with traffic.

An economical analysis has indicated that a new (current standards) illumination system is less costly than modification of the existing installation to current safety standards and providing temporary illumination for construction purposes. A new illumination system will provide adequate lighting for nighttime construction activities and will have the additional benefit of long term higher level illumination which will enhance the safety and operations of this section.

A detailed discussion of the individual aspects of most installations was conducted and several minor conflicts were resolved. One matter that was not resolved at the time of this meeting was the installation of precast median barrier sections across structures. The preliminary plans indicate poured in place installations structurally tied to the bridge deck. It was suggested that the State further investigate this design with the possibility of making minor alterations to the point that a precast installation could be accomplished across most structures. It was agreed that further investigation would be made along this line.

NOTED
E. S. HUNTER
cc Hall
Hunt.

3-27-72
REFERRED TO
Hunter
BY DEPUTY STATE HIGHWAY ENGR

(more)

FORM PR-33 (REV.-5-70) EDITION OF 7-67 MAY BE USED

* GPO : 1970 O - 387-354

A short discussion was devoted to the safety provisions as indicated for the island between the main lines and the exit ramp between stas 348 and 350. It was decided that the W Beam guardrail installation was adequate for this row of columns; however, consideration should be given to installing an attenuator, perhaps barrel type, at the nose of the guardrail installation in lieu of the earth mound as indicated on the plans. Further investigation will be performed in this area.

In addition to the Federal Highway personnel attending this session the discussion involved personnel from the Construction, Design, Bridge, and Metropolitan Sections of the State Highway Division. The discussion was very meaningful in resolving difficulties in project administration that could occur from minor discrepancies in the plans. The numerous items discussed at this meeting were resolved and it is not considered necessary to include such items in this report.

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MAR 24 '72
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 16 1972
FOR FILING
7742

March 15, 1972

Mr. R. L. Simpson
Division Engineer
Federal Highway Administration
Box 300
Salem, OR 97308

2

Attention Mr. Ernest J. Valach

Dear Sir:

Oregon I-5-6(74)302
N. Columbia Blvd.-Marquam Bridge Section
Pacific Highway Bridge 13582
Illumination

In answer to your letter of March 3, the poles will be located so as to provide for future additional lanes to the extent that it is practical to do so.

We have eliminated the one high-pressure sodium unit at each exit gore that was shown on our preliminary layout. We are, however, as discussed and approved by Mr. Christianson of your department on March 7, designing the illumination in such a manner that a high-pressure sodium unit may be substituted for a 1000-watt metal halide unit in the future if conditions warrant it.

The illumination concept does include 50-foot mounting heights throughout.

Thank you very much for your prompt and efficient handling of this review.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
Walt Hart
DOC:dh ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: March 3, 1972

In reply refer to: 10-35-DA

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-6(74)302
N.Columbia Blvd.-Marquam Bridge Section
Pacific Highway
Safety-Illumination

Bridge
cy aED
3-7-72

Your request for approval of the installation of upgraded new illumination on this project was presented in Mr. Wallace's February 23 letter. Your proposal has been reviewed and is hereby approved.

The final design should include, to the extent practicable, consideration for adding an additional lane in each direction. This would be especially appropriate on that segment north of Portland Blvd.

We strongly recommend against your proposal to place one high pressure sodium unit at each exit gore. With the proposed lighting level and uniformity we question the value and use that motorists would make of this application. The aesthetics of the occasional color change, in an otherwise band of white light, should also be considered.

It is understood that the proposed illumination concept would include 50 foot mounting heights through the East Fremont Interchange complex. This was not fully clarified in your preliminary comparisons. Our review was, however, greatly simplified by your well prepared letter setting forth the explanation and support for your proposal. A compliment is in order.

cy to Hewitt
Freight
3-13-72

3-7-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
E. B. KLABOE

RECEIVED
MAR 7 1972
BRIDGE DIVISION

RECEIVED
MAR 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS
D. O. E.

NOTED
R. W. ELLISON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
MAR 4 - 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

17742

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 9, 1972

AGENDA
APR 4 1972
5a-1

TO Oregon State Highway Commission

FROM ORIGINAL SIGNED TOM EDWARDS
Tom Edwards
State Highway Engineer

SUBJECT **North Columbia Boulevard-Marquam Bridge Section Safety Improvement**

On April 27 bids will be opened for a safety improvement contract on the North Columbia Boulevard-Marquam Bridge Section of the Pacific Highway in Multnomah County. During the work on this project, there will be times when the presently designated speeds of 70 and 50 MPH will be unduly high for safe traffic operation.

It is recommended that a 45 MPH construction speed be established on that section of the Pacific Highway No. 1 between North Columbia Boulevard (M.P. 306.18) and the Marquam Bridge (M.P. 300.48), such speed to be in effect only where the signs are installed and where construction operations are such that for the protection of traffic and construction workers a designated speed of less than that currently in effect is necessary.

This matter will be on the agenda for your consideration at the meeting of April 4.

VPJ:du ia

bc Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
L. E. George
H. S. Coulter
L. W. Rulien

Val Johnson says it does not rescind any resol.

NOTED
FLOYD QUERY

COPY FOR MR. Agnda
From Floyd Query, Secretary

RESOLUTION

WHEREAS, the State Highway Commission, pursuant to the provisions of ORS 483.106 has caused an engineering and traffic investigation to be made with respect to certain state highways and/or certain sections of state highways more particularly and completely described and set forth hereinafter; and

WHEREAS, the data, facts and information obtained in connection with said investigation are all on file in the office of the State Highway Commission at Salem, Oregon; and

WHEREAS, based upon said engineering and traffic investigation the Commission has determined that the fixed and designated speeds prescribed by the provisions of ORS 483.104 are in certain specified instances greater than is reasonable and safe and in other specified instances are less than is reasonable under the conditions found to exist upon or with respect to the state highways or sections of state highways hereinafter set forth and more particularly described and defined hereinafter, and the State Highway Commission has therefore determined to designate a different speed thereupon than the speed fixed in said statute, which said different speed or speeds shall be as specifically set forth hereinafter.

WHEREAS, the State Highway Commission has followed the procedures required in ORS Chapter 183 for the adoption, amendment or repeal of any state highway speed.

NOW, THEREFORE, based upon said engineering and traffic investigation and upon the finding and determination made by the Commission with respect thereto, the Commission does hereby determine and does hereby order that within the meaning and purpose of said ORS 483.104 the speed at which a vehicle may be driven upon said state highway and/or upon said sections of state highway shall not exceed the rate of speed set forth immediately following.

Name of Highway: Pacific Highway (Multnomah County)

Highway number 1 Route number

M.P. 306.18 M.P. 300.48	(Between North Columbia Boulevard) and (the Marquam Bridge)	45 MPH

Speed to be in effect only where signs are installed and where construction operations are such that for the protection of traffic and construction workers a designated speed of less than that currently in effect is necessary.

BE IT FURTHER ORDERED that the State Highway Engineer be and he hereby is ordered and directed to erect at appropriate places in sufficient number adequate signs giving notice of the particular applicable speed on said state highway.

BE IT FURTHER ORDERED that any previous order heretofore made by the Commission with respect to speed or speeds applicable to any of the highways or sections of highways specified herein which is in conflict with the provisions of this order hereby is vacated and annulled.

BE IT FURTHER ORDERED that this Speed Zone Resolution No. 602 be entered in the minutes and records of the Commission as of the 4th day of April, 1972.

RECEIVED
MAR 7 - 1972
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

7/4/2

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 3, 1972

In reply refer to: 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon I-5-6(74)302
N.Columbia Blvd.-Marquam Bridge Section
Pacific Highway
Safety-Illumination

Your request for approval of the installation of upgraded new illumination on this project was presented in Mr. Wallace's February 23 letter. Your proposal has been reviewed and is hereby approved.

The final design should include, to the extent practicable, consideration for adding an additional lane in each direction. This would be especially appropriate on that segment north of Portland Blvd.

We strongly recommend against your proposal to place one high pressure sodium unit at each exit gore. With the proposed lighting level and uniformity we question the value and use that motorists would make of this application. The aesthetics of the occasional color change, in an otherwise band of white light, should also be considered.

It is understood that the proposed illumination concept would include 50 foot mounting heights through the East Fremont Interchange complex. This was not fully clarified in your preliminary comparisons. Our review was, however, greatly simplified by your well prepared letter setting forth the explanation and support for your proposal. A compliment is in order.

NOTED
F. B. KLABOE

3-7-72
REFERRED TO
BY LEGAL STATE HIGHWAY COMMISSION

RECEIVED
MAR 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
FEB 24 1972
FORM E-30
OR FILING

7742

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 23, 1972

SUBJECT: N. Columbia Blvd.-Marquam Br. Sec.
Pacific Highway (I-5)
Multnomah County

To:

Mr. L. E. George
Traffic Engineer

BUILDING

It is intended to let a safety improvement contract on the above project with bids to be opened April 27, 1972.

As one phase of the "Temporary Protection and Direction of Traffic," it is our desire to reduce the posted speeds from 70 MPH to 50 MPH as applicable to 45 MPH.

This reduced speed zone would cover the project plus about 2000 feet on either end when work is being done in the vicinity of the project ends. It is our intention that the effective and displayed reduced speed signs would be only at the actual areas of current work plus a distance of approximately 2000 feet both sides of work area.

We respectfully request establishment of the proposed speed zone as above stated for the duration of this project.

L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

WGB:dh
cc A. E. Johnson
H. S. Coulter

RECEIVED
FEB 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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Genl files

OREGON STATE HIGHWAY DIVISION

7742

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 23, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

NOTED
A. E. JOHNSON

Dear Sir:

N. Columbia Blvd.-Marquam Bridge Section
Pacific Highway, Multnomah County
Bridge 13582, Illumination

This letter is being written to you at this time to set forth our proposal and justification for upgrading the illumination on the above project. Your prompt attention and approval on this proposal is requested so that design plans and specifications can be completed for an early contract letting.

During the early design stage for this project, investigations were conducted to determine if the freeway traffic for the subject section could be diverted over the city streets and thereby enable the contractor to work without traffic interference. After studying the available city routes and the freeway traffic counts, it was found that the city streets could not physically handle the freeway traffic in a safe, efficient manner.

Attached is a copy of page 9 from the Oregon State Highway Division "Traffic Volume Tables" for 1971 showing the 1971 ADT for this section of highway which falls between Mile Post 300.38 and 305.64. Also attached is a sheet showing the 1971 average weekday and average daily traffic counts for each month at the Minnesota recorder and the Marquam Bridge recorder. From these counts it can be seen that it would be impractical to route this traffic over city streets.

Part of the work involved in this project involves the construction of a concrete median barrier. The construction of the concrete median barrier requires that one lane adjacent to the median in each direction be closed to traffic due to inadequate width in the median area.

On this project approximately 65 percent of the length is two lanes in each direction. With one lane closed in each direction we are talking about carrying the freeway traffic on one lane. From previous experience it has been found that the maximum traffic that can be handled in one lane is 900 vehicles per hour.

Several studies were made to determine if freeway and entrance-ramp traffic could be diverted to reduce the traffic count below 900 vehicles per hour and thereby increase the number of hours that traffic could be confined to one lane.

The first method involved diverting one complete lane of traffic onto the city street system southbound at the Union Avenue Interchange and northbound at Water Avenue(we also investigated the possibility of diverting one lane of northbound traffic from the Marquam Bridge onto Harbor Drive). Our investigation indicates that this proposal would not be feasible for two reasons:

1. The existing city street system and particularly signalized intersections would not accommodate the additional load without an undue amount of congestion and confusion.

2. The signing required to adequately direct traffic would be prohibitive in cost, installation time, and maintenance.

The second method involved closing selected entrance ramps at 11 p.m. and then reopening these ramps some time after midnight. This would have involved dividing the project into two units. The ramp closure costs were estimated conservatively at $8,100. This did not include guide signs which would be required to handle traffic unfamiliar with the city street system. An estimate was made of the benefit to the State in allowing the contractor to work the one additional hour provided by the ramp closures. This estimate was $6,500, which indicates that closure of the selected ramps cannot be justified economically. In addition, any safety benefit to the traveling public by allowing the contractor an additional hour of lane-closure time, would be more than offset by the additional hazard introduced in diverting traffic via detours over the city street system. Also, there is the possibility that traffic diverted from the on-ramps at one location might re-enter the freeway at an open ramp thus negating any reduction in traffic through the work area.

From these studies and the attached minimum hourly weekday volumes for June, 1971, taken from the Minnesota recorder, it was determined that the following maintenance of traffic through the work area must be maintained:

Two lanes of traffic must be maintained in each direction at all times during the work except from 12 midnight to

6 a.m., Monday through Friday and 1 a.m. to 9 a.m. Sunday when one lane in each direction must be kept open. The contractor will not be allowed to work in the freeway shoulder except during the hours listed above if, in the judgment of the engineer, this work causes traffic congestion. No lanes may be closed during Rose Festival week or when large public gatherings at the Memorial Coliseum, Expo Center, et cetera, will cause an undue amount of late-night traffic.

With the above decision made in regard to handling the traffic at night for median work, the next step is to determine what measures have to be taken to safely carry traffic through this area during the hours of night construction when the traffic is confined to one lane.

On the basis of the present project, N. Portland Blvd. to Capitol Highway, which is currently under construction, the high traffic volume and the fact that we will be utilizing only one lane to carry traffic at night when construction is going on, increased lighting during construction is mandatory.

This lighting can be provided in one of two ways: 1) Additional temporary lighting which would be removed after construction and not provide any additional benefit after the construction period, or 2) A new upgraded system which would provide increased lighting for the construction period and would also serve the public in making the freeway a safer place to travel after construction is completed.

First we will look at the alternative of providing temporary lighting for the construction period and taking necessary measures to provide the existing luminaire poles with the proper safety devices or in relocating them to safety standards.

The work required to bring the present poles up to safety standards consists of moving and replacing poles that conflict with other safety work, installing breakaway bases and rewiring those circuits damaged during the installation of guardrail. This work amounts to approximately $116,320.

The temporary lighting in the construction area to safely carry the traffic will cost approximately $225,000.

Also,under this project the mainline lighting on the Fremont Bridge will be upgraded to two footcandles maintained to be compatible with the

lighting of two footcandles that is presently being installed on the Fremont ramps. This was previously approved by the Federal Highway Administration and will cost approximately $52,500. The total cost of these items amounts to $473,000 including engineering and contingencies of which no benefit is obtained after construction from the $225,000 used in temporary lighting.

After the project is completed we end up with the same lighting system that we started with, namely 0.5 + 0.7 footcandles maintained at a 9:1 uniformity--far below present standards based on traffic and background lighting.

The second alternative is to install a new upgraded system prior to the night median construction work so that it can be utilized for construction lighting. A new system would be provided by using 1000 watt luminaires mounted on 50-foot steel breakaway poles. This would provide 1.0 footcandles maintained at a 3:1 uniformity ratio and approximately 1.5 footcandles initially. This would cost approximately $429,000, which includes engineering and contingencies. Here, again, the lighting on the Fremont Viaduct would be designed to 2.0 footcandles maintained.

It would be proposed under this plan that the State let a contract directly with a pole manufacturer to furnish and deliver the light poles to the project contractor for installation. In this way poles can be ordered immediately and much time saved in paper work and delivery time.

It is seen that it is more economical by $44,000 to install a new system and derive the added benefits of an up-to-date lighting system.

Attached are two copies each of our preliminary design for upgraded lighting and a breakdown of our estimates.

In developing a new lighting system we looked at three alternatives: 1) Lighting from the sides with 1000 watt metal halide luminaires on 50-foot poles; 2) Light from the median with 1000 watt luminaires on twin-armed 50-foot poles; and 3) A combination of 50-foot poles and towers with 1000 watt luminaires.

Lighting from the median with 50-foot twin-armed poles was investigated and found unsuitable because of the following reasons: A) Lighting in the median on this section of freeway is not practical from a maintenance point of view. As stated previously, the majority of this section is two

lane with a narrow median. Any maintenance vehicles servicing the lights would effectively block the inner lane for traffic use. As this is the high-speed lane any closure would be very hazardous to both the maintenance people and the traveling public; B) The use of the new system for construction lighting during the median work requires that it be operational prior to the median work. Since the poles would be mounted on the top of the concrete barrier, this is not feasible; and C) Any temporary installation of the lights in the median with provisions to incorporate them into the median is impractical because, as was previously pointed out, no work can be done in the median without closing the inside lanes and this can only be done from 12 midnight to 6 a.m., which is during the hours of darkness when lights are required for construction in the median.

Lighting with a combination of 50-foot poles and towers in major interchanges was found unsuitable due to the visual impact that tall towers would make. Also, it would prove very difficult to support the towers because of railroad tracks, roadways, et cetera, that exist in these interchanges.

This leaves us with the first listed alternative of providing the upgraded illumination with 1000 watt luminaires mounted at the sides of the freeway on 50-foot steel poles. This lighting concept can be installed during the early stages of the contract while work is progressing in the shoulder areas and be operational for the period when median work is done.

As part of this new illumination system, we propose to install at each exit gore from the freeway one high-pressure sodium unit. This will identify the exit gore for the motorist and should enable him to plan his traffic movements in a more efficient and safe manner.

The installation of these poles will, as far as practical within the limits of physical controls and right-of-way, provide for an additional freeway lane in each direction.

Pursuant to the conversation relative to salvaging luminaire poles, ballasts and luminaires on this project for the new lighting concept, we propose to handle the matter in the following manner:

1. We will specify that the luminaire poles will remain the property of the State and be stockpiled at our Milwaukie maintenance yard.

2. We will specify that the ballasts and luminaires will become the property of the contractor.

3. We will credit the federal-aid project in the amount of money equal to $0.015 per pound for the poles salvaged by the State. This unit price was determined as follows:

   a. Scrap value of the materials - $0.0075 per pound.

   b. Extra cost to the contractor for extra handling, sorting and handling materials to State maintenance yard at Milwaukie - $0.0075 per pound.

   c. We will initially credit the project with the following amount of money:

      263 poles 105,200 lbs. @ $0.015 = $1,578

The actual credits to the project will be adjusted when the actual quantities of materials salvaged and delivered to the maintenance yard is determined.

We believe the above manner set forth in handling this matter is in the public interest and request your approval for the salvaging of this material.

In summary, we feel that a new illumination system will provide both construction lighting and an upgraded illumination system which is economically feasible and in the benefit and interest of the public, both in terms of safety and economy.

Very truly yours,

George M. Baldwin
Administrator of Highways
By

L. L. Wallace
Bridge Design Engineer

DOC:dh
Attachments
cc A. E. Johnson (w/traffic volumes & est.)
V. E. Skoog DO
L. H. Young DO
L. E. George DO
H. S. Coulter DO

RECEIVED
FEB 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

ESTIMATE FOR
REVISION OF EXISTING ILLUMINATION

Costs for revisions to existing poles to provide for breakaway bases or setback to comply with present safety standards was arrived at from Contract 7529, "N. Portland Blvd-Capitol Highway" as follows:

Bid Cost for revising 174 poles ----------	$110,000
Extra Work to Jan. 1, 1972----------	11,000
Estimate to Complete----------	5,500
	$126,500

$$\text{Cost per pole} = \frac{\$126,500}{174 \text{ poles}} = \$727 \text{ per pole}$$

Revise existing poles to minimum safety standards---160 poles @$727 =	$116,320
New units on I-5 at East Fremont (30 foot M.H.)-35 Units @$1500 =	52,500
Temporary Construction Illumination (Includes poles, installation, removal, electrical cost and maintenance)----------225 Units @$1000 =	225,000
	$393,820
20% E & C	79,180
	$473,000

ESTIMATE FOR
NEW ILLUMINATION SYSTEM

Based on the following four projects the average bid price per 50 foot M.H. Unit $1800:

7th Ave.-Willamette River Bridge (Eugene)Sec.
S.E. Causey Ave.-Gladstone Intchg. Sec.
Hubbard Intchg-Woodburn Intchg. Sec.
Stafford Road Interchange Sec.

Cost of new units on I-5 (50 foot Mounting Height)-----177 Units @$1800 =		$318,600
Removal of existing luminaire poles----------263 Units @$150 =		39,450
		$358,050
20% E & C		70,950
		$429,000

TRAFFIC VOLUMES ON PRIMARY AND SECONDARY STATE HIGHWAYS

PACIFIC HIGHWAY NO. 1

Mile Post indicates distance from Columbia River Highway I-80N, in Portland

Mile Post	Location Description	1971 ADT All Vehicles
X6.56	Washington-Oregon State Line, Interstate Bridge Automatic Recorder, Sta. 26-004	72,800
X6.24	0.20 mile north of Pacific Highway East (ORE99E)	74,000
X5.63	0.51 mile south of Pacific Highway East (ORE99E)	51,200
X4.97	0.48 mile south of U-xing Pacific Highway West (ORE99W)	45,100
X4.22	0.20 mile north of Northeast Portland Highway (US30 By)	52,100
X3.73	0.29 mile south of Northeast Portland Highway (US30 By)	63,200
X3.25	Minnesota Freeway Automatic Recorder, Sta. 26-019, 0.23 mile north of N. Killingsworth Street Interchange	70,600
X2.76	0.26 mile south of N. Killingsworth Street Interchange	67,200
X2.26	0.30 mile south of N. Going Street Interchange	83,400
X0.57	O-xing, N. E. Holladay Street	84,000
X0.09	U-xing, Burnside Bridge	54,800
0.32	U-xing, S. E. Morrison Street Bridge	77,500
1.04	Marquam Bridge Automatic Recorder, Sta. 26-026	83,000
2.00	0.60 mile south of Stadium Freeway (I-405)	62,900
2.29	0.10 mile south of Macadam and Hood Avenue connections	70,100
3.17	Iowa Street Automatic Recorder, Sta. 26-016, 0.51 mile south of Corbett Avenue connection	71,200
4.33	0.10 mile south of Terwilliger Blvd. U-xing	63,100
4.97	0.10 mile south of Multnomah Blvd. U-xing	56,600
5.18	0.10 mile south of Spring Garden Road U-xing	52,500
5.98	0.10 mile south of Taylors Ferry Road connection	53,100
6.67	0.30 mile south of Capitol Highway	49,400
7.89	0.30 mile south of Pacific Highway West (ORE99W) at Tigard Junction	35,100
8.41	0.30 mile south of Haines Road	34,200
9.62	0.40 mile south of Beaverton-Tigard Hwy. (ORE 217)	40,000
10.25	0.10 mile south of Upper Boones Ferry Road U-xing	37,600
11.33	0.30 mile south of Lower Boones Ferry Road O-xing	34,400
12.02	0.10 mile south of Nyberg Road	31,800
13.54	0.50 mile south of East Portland Freeway (I-205)	30,000
15.58	0.30 mile south of Stafford Road	28,600
17.83	0.30 mile south of Wilsonville-Oregon City Road	28,200
20.94	0.20 mile south of Butteville Road Interchange (temporary)	24,200
23.14	0.40 mile south of Fargo Road Interchange	24,100
29.63	0.10 mile south of Hillsboro-Silverton Highway (ORE214)	24,300
41.16	Chemawa Automatic Recorder, Sta. 24-019, at N. Chemawa Road Undercrossing	24,000
43.23	0.40 mile south of Pacific Highway East (ORE99E)	21,400
45.44	0.30 mile south of Market Street	22,400
47.94	0.30 mile south of N. Santiam Highway (ORE22)	17,400
52.89	0.50 mile south of Pacific Highway East (ORE99E)	23,200
53.10	0.10 mile south of Sunnyside-Turner Road	22,100
57.03	0.30 mile south of Jefferson Highway (North Junction)	21,600
58.08	0.20 mile south of Ankeny Hill Road	21,600
59.59	0.30 mile south of Talbot Road	21,600
61.94	0.20 mile south of Dever Road	21,600
63.29	0.10 mile south of Jefferson Highway (South Junction)	22,700
64.04	0.30 mile south of Viewcrest Road	22,600
66.14	0.40 mile south of Murder Creek Interchange	23,200
67.62	0.60 mile south of Albany-Junction City Highway (ORE99E)	15,900
68.49	0.30 mile south of Santiam Highway (US20)	17,000
73.72	0.40 mile south of Corvallis-Lebanon Highway (ORE34)	16,200
89.36	Bond Butte Automatic Recorder, Sta. 22-016, 4.52 miles south of Halsey-Sweet Home Highway (ORE228)	16,000
92.65	0.30 mile south of Diamond Hill Road	16,200
102.57	0.30 mile south of Coburg-East Road	17,600
106.31	0.35 mile south of Belt Line Road Interchange	18,800
107.97	0.50 mile south of Eugene-Springfield Highway (I-105)	16,300
109.27	0.10 mile south of Pacific Highway West (ORE99W)	25,500
109.74	0.30 mile south of Glenwood Interchange	23,900

Equation: M.P. 109.96 = M.P. 127.00

128.37	0.20 mile north of 30th Avenue U-xing	18,500
129.55	0.40 mile north of Willamette Highway (ORE58)	25,100
130.65	0.70 mile south of Willamette Highway (ORE58)	17,300
135.27	0.30 mile north of Springfield-Creswell Highway	17,400
135.37	0.30 mile south of Springfield-Creswell Highway	15,800

Location: I-5, Pacific Highway, No. 1 - FAI5, 0.02 mile south of N. Ainsworth Street U-xing, in Portland

Recorder: Minnesota, 26-019
Installed: December, 1964

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Maximum Day	Percent of Average Daily Traffic — Highest Hourly Volume				
			Max.	10th	20th	30th	50th
1965	43,579	134	11.6	10.4	10.2	10.0	9.8
1966	49,299	133	11.1	10.5	10.1	10.0	9.8
1967	58,104	134	10.4	10.0	9.9	9.8	9.6
1968	60,503	126	10.1	9.8	9.7	9.6	9.4
1969	64,957	127	9.9	9.5	9.3	9.2	9.0
1970	67,877	125	9.6	8.8	8.7	8.7	8.5
1966—Toll removed from Interstate Bridge.							
1971	70,529	131	9.8	9.3	9.1	8.9	8.8

1971 ~~1970~~ TRAFFIC DATA

Month	Average Weekday — Volume	Average Weekday — Percent of ADT	Average Daily — Volume	Average Daily — Percent of ADT
January	62,707 60,602	92	58,882 58,233	87
February	68,524 71,043	101	66,216 68,415	98
March	72,225 69,243	106	69,941 66,994	103
April	69,827 72,350	103	67,069 69,896	99
May	70,419 73,209	104	67,077 70,502	99
June	75,782 77,744	112	73,135 74,582	108
July	75,872 77,226	112	72,042 73,622	106
August	75,407 80,035	111	72,970 76,596	108
September	71,564 77,346	105	69,035 73,588	102
October	67,077 71,587	99	63,551 72,937	94
November	70,000 75,218	103	67,000 71,582	99
December	70,600 72,800	104	67,600 70,000	100
~~1970~~ ADT			67,877 70,529	
1971				

Classification Breakdown	Percent of ADT
Oregon passenger cars	54.0
Out-of-State passenger cars	23.0
Panel and Pickups	13.3
Light vehicles w/trailer	0.6
Total Light Vehicles	90.9
Campers and light Trucks	1.2
Trucks, 2-axle	3.0
Trucks, 3-axle	1.4
Trucks, 4-axle	0.4
Trucks, 5-axle	2.7
Trucks, 6-axle	—
Buses	0.4
Total Heavy Vehicles	9.1

Location: I-5, Pacific Highway, No. 1 - FAI5, near southerly junction of Stadium Freeway I-405

Recorder: Marquam Bridge, 26-026
Installed: October, 1966

HISTORICAL TRAFFIC DATA

Year	Average Daily Traffic	Maximum Day	Percent of Average Daily Traffic — Highest Hourly Volume				
			Max.	10th	20th	30th	50th
1967	50,812	131	11.8	11.2	10.9	10.6	10.6
1968	58,970	128	11.3	10.6	10.4	10.3	10.2
1969	68,890	130	10.5	10.2	10.1	10.0	9.8
1970	77,516	126	10.8	9.7	9.5	9.4	9.2
1971	82,564	126	10.1	9.1	9.0	9.0	8.9

1971 ~~1970~~ TRAFFIC DATA

Month	Average Weekday — Volume	Average Weekday — Percent of ADT	Average Daily — Volume	Average Daily — Percent of ADT
January	70,654 71,799	91	66,717 69,521	86
February	74,748 81,400	96	72,063 78,000	93
March	78,505 83,700	101	75,721 80,708	98
April	80,749 86,537	104	77,066 82,875	99
May	81,341 87,626	105	77,837 83,827	100
June	86,990 92,364	112	83,739 88,910	108
July	86,156 92,773	111	81,880 87,804	106
August	86,622 93,368	112	83,255 90,408	107
September	84,038 88,741	108	80,966 85,114	104
October	84,170 87,541	109	79,556 82,850	103
November	79,893 84,308	103	76,042 80,761	98
December	79,901 83,669	103	75,351 79,988	97
~~1970~~ ADT			77,516 82,564	
1971				

Classification Breakdown	Percent of ADT
Oregon passenger cars	81.0
Out-of-State passenger cars	—
Panels and Pickups	12.6
Light vehicles w/trailer	0.6
Total Light Vehicles	94.2
Campers and light Trucks	1.0
Trucks, 2-axle	1.9
Trucks, 3-axle	0.7
Trucks, 4-axle	0.2
Trucks, 5-axle	1.7
Trucks, 6-axle	—
Buses	0.3
Total Heavy Vehicles	5.8

OREGON STATE HIGHWAY DEPARTMENT

TABULATION SHEET

SHEET ..... OF ..... SHEETS

MINNESOTA RECORDER

Minimum Flow Weekday Volumes

June, 1971

Times	Direction	Week 1	Week 2	Week 3	Week 4	Average for month
-11PM	NB	1261	1333	1140	1186	1232
-12PM	NB	994	1070	1008	947	1013
-1AM	NB	545	616	613	579	604
-2AM	NB	336	395	390	363	376
-3AM	NB	238	256	259	253	253
-4AM	NB	186	194	192	179	189
-5AM	NB	179	195	206	211	199
-6AM	NB	408	395	423	418	411
-7AM	NB	1071	1061	1184	1142	1117
-11PM	SB	1131	1195	1125	1206	1168
-12PM	SB	1012	896	876	856	903
12-1AM	SB	420	493	500	452	471
-2AM	SB	265	305	294	257	283
2-3AM	SB	185	199	232	195	203
3-4AM	SB	166	171	178	157	168
4-5AM	SB	197	198	202	194	198
5-6AM	SB	452	468	478	430	458
6-7AM	SB	1577	1597	1628	1534	1585

June AWD

Northbound 39,239

Southbound 38,563

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February 14, 1972

Mr. Richard Bristow
Associated General Contractors
of America, Inc.
1008 N. E. Multnomah
Portland, OR

Dear Mr. Bristow:

On January 6, staff from our Metropolitan and Salem offices met with you and union representatives to discuss the matter of shift hours on a safety project involving Interstate 5 in the Portland metropolitan area. It was indicated to you and to the union representatives that we would make every effort to evolve a plan whereby a full eight-hour shift could be utilized.

Based on existing traffic volumes, we know that the freeway on this section cannot be closed to one lane of traffic in each direction before midnight. We also know that it will be necessary to close one lane before certain work operations can be performed in the median area.

We have made an in-depth analysis of traffic patterns and capacity of the adjacent street network in order to determine if at least a partial detour might prove feasible so that lane closures could be accomplished at an earlier hour. Our investigation indicates that this proposal would not be feasible for two reasons:

1. The existing city street system and particularly signalized intersections would be loaded beyond capacity, resulting in an undue amount of congestion and delay.

2. The signing required to properly direct traffic would be prohibitive in cost and would require an excessive amount of installation time and maintenance.

A second analysis was made involving possible closure of selected entrance ramps. Again, signing problems involved with this procedure would be extremely difficult. Also, it would be almost impossible to prohibit re-entry to the freeway on those ramps left open.

We are therefore proceeding on the basis that project specifications will require two lanes of traffic in each direction except during the hours from midnight to 6:00 a.m. Monday through Friday, and 1:00 a.m. to 9:00 a.m. on Sunday. The specifications for the work will permit the contractor to begin work earlier provided he can do so without restricting traffic to less than two lanes.

It is realized that this will place a burden on the contractor in staffing his work force, particularly during the summer when there are other work demands. It is our opinion, however, that this procedure is necessary to provide safe driving conditions on the freeway.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

F. B. Klaboe
Deputy State Highway Engineer

LEG:lp 1a

bc George M. Baldwin
Tom Edwards
R. L. Schroeder
L. E. George
H. S. Coulter

FORM B-20 (REV. 10-60)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
February 9, 1972

SUBJECT: AGC Conference
I-5 Minnesota Section Safety Project

To: F. B. Klaboe
Deputy Highway Engineer
B U I L D I N G

I recently sent you a copy of a memorandum that summarized the results of a conference with the AGC concerning working hours on the forthcoming I-5 Minnesota Section Safety Project.

Attached is a copy from the Metro Section giving the results of their additional study to this matter. Briefly, they are maintaining their original recommendations with respect to the closure of one lane, but work crews can be allowed in the area prior to the 11:00 P.M. period, providing that no lane closure takes place.

At the conference with the Union and the AGC, it was indicated that we would study the matters reported on in the attached report. It is recommended that the attached suggested draft be transmitted to Mr. Richard Bristow of the AGC Office.

L. E. George
Traffic Engineer

LEG:lp
Attachments

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FEB 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-50 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 31, 1972

SUBJECT: N. Columbia Boulevard
Marquam Bridge Section
Pacific Highway

To: L. E. George
Traffic Engineer
Salem

Your letter of January 10, 1972 to Mr. Klaboe requested this office investigate the possibility of allowing the contractor to work before midnight on the proposed subject project. We have investigated two methods of diverting freeway and entrance ramp traffic in order to reduce the traffic count below 900 vehicles per hour. This is the volume that can be handled in one lane of traffic and thus would allow the contractor to utilize the other lane for his work.

The first method involved diverting one complete lane of traffic onto the city street system southbound at the Union Avenue Interchange and northbound at Water Avenue (we also investigated the possibility of diverting one lane of northbound traffic from the Marquam Bridge onto Harbor Drive). Our investigation indicates that this proposal would not be feasible for two reasons:

1. The existing city street system and particularly signalized intersections would not accommodate the additional load without an undue amount of congestion and confusion.

2. The signing required to adequately direct traffic would be prohibitive in cost, installation time, and maintenance.

The second method involved closing selected entrance ramps at 11:00 p.m. and then reopening these ramps some time after midnight. This would have involved dividing the project into two units. The ramp closure costs were estimated conservatively at $8,100.00. This did not include guide signs which would be required to handle traffic unfamiliar with the city street system. An estimate was made of the benefit to the State in allowing the contractor to work the one additional hour provided by the ramp closures. This estimate was $6,500.00, which indicates that closure of the selected ramps cannot be justified economically. In addition any safety benefit to the travelling public by allowing the contractor an additional hour of lane closure time, would be more than offset by the additional hazard introduced in diverting traffic via detours over the city street system. Also there is the possibility that traffic diverted from the on-ramps at one location might re-enter the freeway at an open ramp thus negating any reduction in traffic through the work area.

NOTED
L.E. GEORGE

You recommended that the special provisions allow work shifts to start at 11:00 p.m. so that full production could be obtained during the hours when lane closures are permitted. The proposed specification submitted by this office on December 15, 1971 (copy attached) was intended to require two lanes of traffic except during the hours from midnight to 6:00 a.m., Monday thru Friday, and 1:00 a.m. to 9:00 a.m. on Sunday. Nothing was intended to prevent the contractor from starting work at an earlier time provided he could do so without restricting traffic to less than two lanes.

In conclusion, we believe that the proposed specification regarding the maintenance of traffic through the work should be incorporated in the special provisions in order to assure safety for the travelling public, contractor's employees and Highway Division personnel.

H. S. COULTER
Metropolitan Engineer

by

D. E. SWAN
Assistant Metropolitan Engineer

DES:cw
Attachment

cc: Frank Hall
F. B. Klaboe

104.05 Maintenance of Traffic Through the Work

Two lanes of traffic must be maintained in each direction at all times during the work except from 12 midnight to 6 AM Monday through Friday and 1 AM to 9 AM Sunday when one lane in each direction must be kept open. The contractor will not be allowed to work in the freeway shoulder except during the hours listed above if, in the judgement of the engineer, this work causes traffic congestion. No lanes may be closed during Rose Festival week or when large public gatherings at the Memorial Coliseum, Expo Center, etc. will cause an undue amount of late-night traffic.

The contractor's employees will not be allowed to park their personal automobiles on the travel lanes or shoulders.

Section 606 - Guard Rail & Barriers

Where guard rail posts or concrete shoulder barrier are in direct conflict with the existing underground wiring for the highway illumination system, this wiring will be replaced, pole-to-pole, by the contractor. The cable size will be the same as that existing and the work shall be performed according to Section 651. Nothing in this specification relieves the contractor from exercising necessary caution when excavating for guard rail anchors or other underground work in order to avoid damaging the existing wiring. Any damage that could have reasonably been avoided will be repaired at the contractor's expense.

606.91 Payment

Pay Item	Unit
Replace Underground Wiring	Lin. Ft.

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OREGON STATE HIGHWAY DIVISION

7742

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 11, 1972

Mr. Donald Bergstrom
Traffic Engineer
City of Portland
420 S. W. Main
Portland, Oregon 97204

NOTED
A. E. JOHNSON

Dear Mr. Bergstrom:

The Oregon State Highway Division plans to let a contract in the near future on a safety project encompassing the N. Columbia Blvd.-Marquam Bridge section of Pacific Highway (I-5). It is our intention to include in this project revisions to the signing in the area of Broadway, Weidler, Victoria and Wheeler Ave.

Field review of the existing signing type and locations of revised signing was made February 8, 1972, by Mr. Christensen and Mr. Beard of this Division and Mr. Valach and Mr. Christianson of the Federal Highway Administration in the subject area. As a result of this review all concurred that revision of the traffic signal installation at the intersection of N. Williams Ave. and N. Wheeler Ave. would be most desirable.

Currently the traffic signals and accompanying signs facing northbound traffic on N. Williams Ave. definitely obstruct vision of the cantilever mounted sign directing traffic to the freeway on-ramp.

We, therefore, request your agency to reposition the traffic signals and signs, above noted, to a location so as to not obstruct vision of the cantilever mounted sign. Two proposed revisions are presented for your consideration.

Very truly yours,

George M. Baldwin
Administrator of Highways
By ORIGINAL SIGNED
WALTER J. HART
Walter J. Hart
Bridge Engineer

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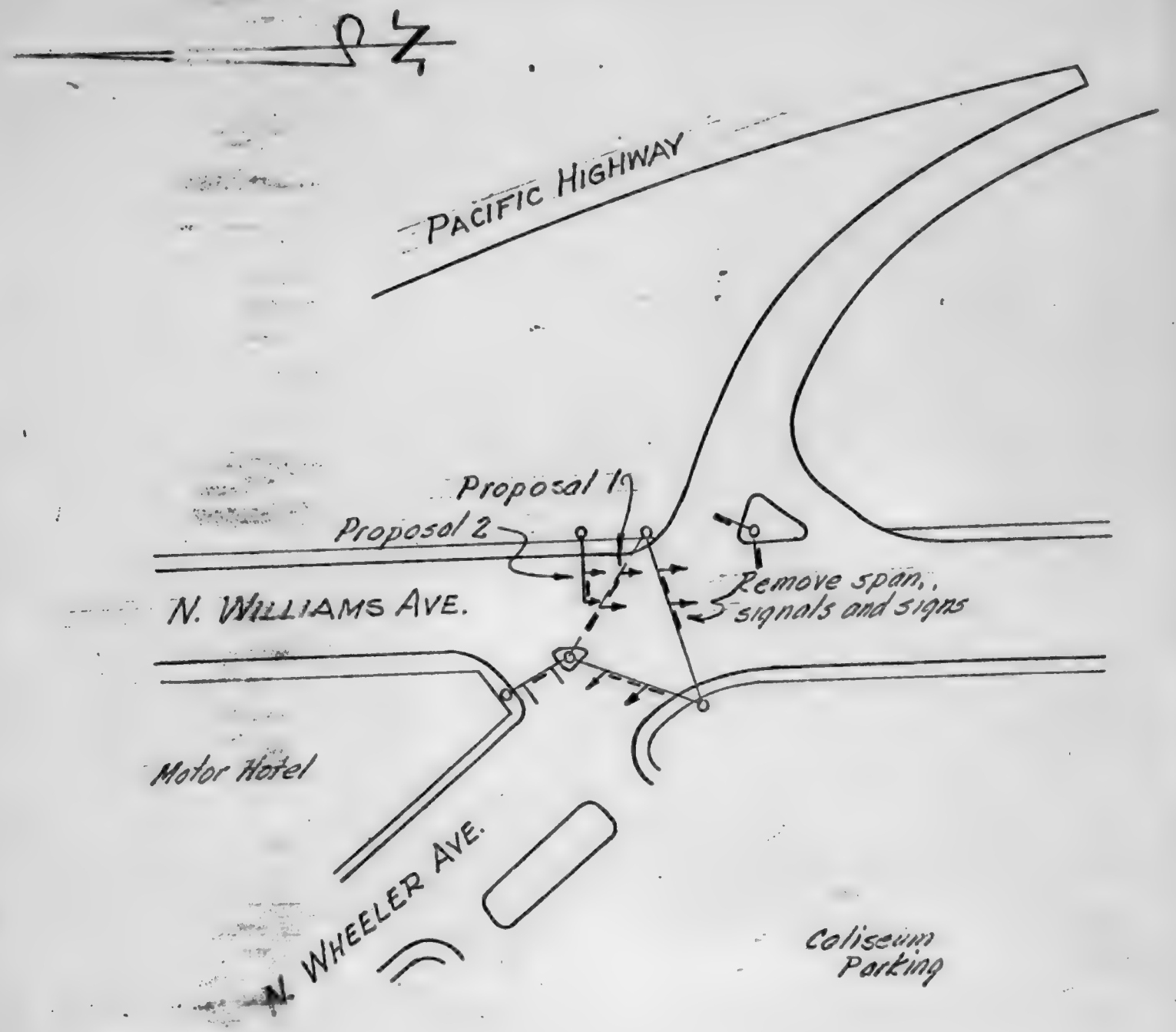
FEB 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

WGB:dh
Attachment
cc E. J. Valach
A. E. Johnson
L. E. George
R. L. Schroeder
H. S. Coulter



OREGON STATE HIGHWAY DEPARTMENT BRIDGE DIVISION	APPROVED: BRIDGE ENGINEER
PROPOSED TRAFFIC SIGNAL REVISION N. WILLIAMS AVE. AT N. WHEELER AVE. PORTLAND, OREGON	BRIDGE NO. DATE 2-11-72 DRAWING NO. DRAWN W.G.B.

TRANSACTION NUMBER 1-49

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-18-72

BY (Signature): MR. YOUNG'S JANUARY 12, 1972 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 688 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
688	EHS-1-5-6(74)302	0.0	2,200,000	2,030,000	NORTH COLUMBIA BLVD. - MARQUAM BRIDGE SECTION.	MEDIAN BARRIER, GUARD RAIL, SIGN AND ILLUMINATION.

E. R. KLEGE
NOTED

1-21-72
REFERRED TO

BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
1-19-72

REMARKS (Division)

FOR FILING
7142

RECOMMENDED

DATE

SIGNATURE AND TITLE

APPROVED

DATE: 1-18-72

SIGNATURE AND TITLE: R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

January 17, 1972
Salem, Oregon

H. S. Coulter
Metropolitan Engineer
P. O. Box 13160
Portland, OR 97213

I discussed the proposed revision of the gore at the exit ramp from I-5 to the Banfield with Ernest Valach of the Federal Highway Administration. He said this revision might qualify as a safety project but would have to be approved at the Region level.

We are assembling the accident data and signing sequence to determine what should be done. The proposed structural work may not be needed if something can be done with signs.

ORIGINAL SIGNED BY
DONALD L. TROUT

for Frank L. Hall
Design Engineer

FLH:jh

Hall
A. Olson
Terpin
Scott
Monson
L. Olson

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JAN 18 1972
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FOR FILING
FORM 6-30

7742

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
January 13, 1972

SUBJECT:

To: Robert N. Bothman
Maintenance Engineer
Salem

Regarding your letter of January 6 to Mr. Hunter relative to the high accident rate where southbound traffic leaves I-5 for the Banfield Freeway, at our recent Regional Engineer's meeting I suggested to Frank Hall that investigations be made in looking toward the possibility of inclusion of the necessary safety modification at this exit ramp and the upcoming safety project extending from the Marquam Bridge to the Columbia River.

I mention this to you so that you can follow through and determine whether or not it might be necessary to expend some of your very dear minor-betterment funds or whether some Federal Aid could be obtained.

H. S. Coulter

H. S. COULTER
Metropolitan Engineer

HSC:cw
cc: Frank Hall
Walter Hart
E. S. Hunter

4 lane

Hall 1-28-72
Ltr. mailed
w/ forwarded
E.S.H.
cc Young

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JAN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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JAN 14 1972
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7742

January 12, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Interstate Project, Item No. 688, Project No. EHS-I-5-6(74)302, "N. Columbia Blvd.-Marquam Bridge Section", which we desire to have included in the Federal-aid Interstate Program.

It is our intention to receive bids for this project on February 24, 1972.

The project is safety improvement work as covered under AASHO's February 1967 report, "Highway Design and Operational Practices Related to Highway Safety".

This project qualifies as an "EHS" project under TM 30-5-71, "Emergency Highway Safety Program", Section (b).

Public hearings are not required for this project under provisions of paragraph 6(c) of PPM 20-8.

This project is exempt from State and District 2 (CRAG) Clearinghouses' reviews and comments under working agreements dated April 28, 1970 and October 16, 1970, respectively.

FHWA concurred, under memorandum of November 30, 1971, that design approval had been given the project prior to January 18, 1969, the effective date of the current PPM 20-8.

Environmental statement is not required, under the provisions of PPM 90-1, as design approval is considered to have been given prior to January 1, 1970.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

JG:bb

Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

1-12-72

FEDERAL - A

(P

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 65 I-5 Marquam Br. to N. Col. Blvd. (Portland)							ADT	PRESENT 71,500	FUTURE (66) 87,000 (70)				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62 Med. Barrier, Gd. Rail, Sign & Illum.			NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)		SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) EHS	(73)	PL. (74)			
CARD 4	CLASS OF FEDERAL FUNDS Interstate											COUNTY NAME			
	NAME OF URBAN AREA 17-31 Portland											ROUTE NO. I		FEDERA	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJE TOTAL ESTIMATED COST	FEDERAL FU
1	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67)
5					PE		I-5 Marquam Br. to N. Columbia Blvd. (Portland); approx. 5.1 mi.			
5					ROW					
5					CONST (CODE) (Safety)		"N. Columbia Blvd.- Marquam Br. Sec."	0.00	2,200,000	2,030,00
							PROJECT TOTALS	0.00	2,200,000	2,030,00

(18) (23)(24)

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	ADT	PRESENT: 71,500	FUTURE: 87,000	YEAR: 92	REGION: 10	STATE NAME: Oregon	STATE CODE: 35	APPN CODE: 042	ITEM NO.: 688		

Remarks - continued

Project Data: The proposed work is as follows:

(A) Replace existing W-section metal beam median barrier with GM type concrete median barrier.

(B) Install and revise W-section metal beam guardrail and construct concrete shoulder barrier at select locations.

(C) Replace type 'C' islands, at gore areas, with mountable type islands.

(D) Update signing and illumination installations to conform with present Interstate standards.

(E) Install impact attenuators at extremely hazardous locations (e.g., structure gore at I-5 southbound "OFF" ramp to Morrison Bridge and S.E. Belmont St.; N. Flint Ave. structure columns in gore area of I-5 northbound "ON" ramp).

(F) Construct or revise incidental appurtenances (e.g., drainage structures, barricades, earth berms, etc.).

Clearinghouse: Exempt from State and District 2 (CRAG) Clearinghouses' review and comment under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6(c) of PPM 20-8.

Design Approval: FHWA concurred, in their memorandum of November 30, 1971, that design approval had been given prior to January 18, 1969, the effective date of current PPM 20-8.

Environmental Statement: Not required, under the provisions of PPM 90-1, as design approval granted prior to January 1, 1970.

NOTE: The project qualifies as an "EHS" project under IM 30-5-71, "Emergency Highway Safety Program", Section (b).

On-the-job trainees, as set forth in FHWA order interim 7-2(2), on the project will be determined at PS&E stage and the number stipulated in the PS&E documents.

7742

FORM E-30 (REV. 10-69)

I-5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 11, 1972

SUBJECT: N. Columbia Boulevard-
Marquam Bridge Section
I-5 Safety Project
Concrete Median Barrier

To: Frank Hall
Design Engineer
State Highway Building
Salem

ATTENTION: Bill Cole

Returned is a drawing you sent us showing a proposal for utilizing the existing median rail anchor bolts for securing the new concrete barrier to the various structures involved. Also attached is a copy of a letter from Jerry Street commenting on this proposal.

In addition to Mr. Street's comments I would add the following:

1. The existing steel median rail posts should be salvaged by the Contractor and turned over to the State for maintenance purposes in a similar fashion to the metal rail itself. These are expensive items which often are damaged and our maintenance people could make good use of them.
2. We would like to see a note on the plan indicating that where the existing anchor bolt is not usable due to being loose in the deck, having striped threads or any other reason, that the Contractor replace it with a drilled in insert. Jerry Street has found on the Baldock Safety job that a number of existing bolts were not usable.

We appreciate the opportunity to review this plan. If you have any questions, please advise.

Hall
A. Olson
Torpin
Scott
Swenson
Olson

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H. S. Coulter
Metropolitan Engineer

By: Edward L. Hardt

Edward L. Hardt
Assistant Metropolitan Engineer

ELH:pb

Encs

cc: Jerry Street

NOTED
W. E. COLE

GP 52478-734

FORM E-30 (REV. 10-69)

RECEIVED
1/10/72

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
January 10, 1972

SUBJECT: N. Columbia Blvd. -
Marquam Br. Section
Concrete Median Barrier

To: Mr. H. S. Coulter
Metropolitan Engineer
OFFICE

Attn: Mr. E. L. Hardt

As per your request this office has studied Concrete Median Barrier connections to Columbia River Highway Structure shown on Preliminary Plan Sheet. From reviewing our experience with making these connections to structures on Contract No. 7529 the following recommendations or thoughts are made:

1. If existing metal guard rail posts are not to be salvaged by OSHD and are included entirely within the limits of the concrete median barrier section these posts should be cut off from 6" to 10" above pavement and utilized for anchors.

2. An option should be left to the contractor as to whether he would want to use existing anchor bolts with new sleeve extensions or whether he would want to install new Phillips J-34 Concrete Inserts.

3. Plans should state or show minimum number of anchor bolts or anchors required per unit length of concrete barriers.

In addition to the above recommendations this office questioned how $\frac{1}{4}$" gap would be maintained between sides of 4" slab and sides of median barrier as shown in Section C-C on Preliminary Plan.

Jerry C. Street
Resident Bridge Engineer

JCS:bh

7742

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

I-5

Portland, Oregon
January 7, 1972

To: Memo to the File:

SUBJECT: N. Columbia Blvd-Marquam Br. Section
Pacific Highway

I attended a meeting January 6, 1972, at the Associated General Contractors' office. The Highway Division was represented by Messrs. George, Hall, Peterson and myself. The AGC personnel and the unions had requested the meeting to discuss our proposed restrictions on time when the contractor would be allowed to close the lane of traffic adjacent to the median.

Our tentative specifications would require that two lanes of traffic be maintained in each direction except from 12:00 a.m. to 6:00 a.m., Monday thru Friday, and 1:00 a.m. to 9:00 a.m., Sunday, when one lane in each direction may be kept open. AGC and the union were concerned that it would be difficult to assure an adequate supply of labor during these hours. This would be particularly true during the summer months when the men could obtain employment on other projects that would assure them of full 40 hour work weeks.

It was suggested that perhaps a system of detours over existing city streets and/or closure of some entrance ramps be investigated to reduce the traffic and, thereby, allow the contractor a longer work period. It was also suggested that the work period be extended to 11:00 p.m.

Mr. George indicated that these suggestions would be studied. The AGC requested that they be kept informed regarding work times. If our present proposal is retained, new agreements between the AGC and the unions may be required to establish acceptable wage rates for the shorter working hours.

D. E. SWAN
Assistant Metropolitan Engineer

DES:cw
cc: L. E. George
Frank Hall

1 Hall
2 A. Olson
3
4

RECEIVED
JAN - 7 1972
DESIGN SECTION

Response Reply
Response Approval
Routine Info
Return to
Bring Up
Other

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 6, 1972

Southbound offramp to Banfield
Pacific Hwy (I-5)
Multnomah Co.

SUBJECT:

To: E. S. Hunter
ASST. STATE HIGHWAY ENGINEER

B U I L D I N G

RECEIVED
JAN 11 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up
Other

The study has been completed of the The Dalles exit southbound on I-5 in Portland, at which location there were eleven accidents during the period December 1, 1970 to November 30, 1971.

Although the cost is considerable, I recommend that consideration be given to including this correction in the upcoming safety project. It appears that the cost of $150,000 can be justified over a ten year period.

It should be pointed out that the impact attenuator has solved the basic problem of fatalities and high accident loss; however, the accidents continue to mount.

RECEIVED
FEB 1 1972
DESIGN SECTION

Robert N. Bothman
Maintenance Engineer

RNB:mlp
Attachments

cc: H. S. Coulter

RECEIVED
JAN 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

2-1-72

Bob

I can't justify the expenditure.

Table the issue

ESH

cc Frank Hall

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland 97202
December 28, 1971

SUBJECT: Gore Point
Southbound I-5
The Dalles Exit

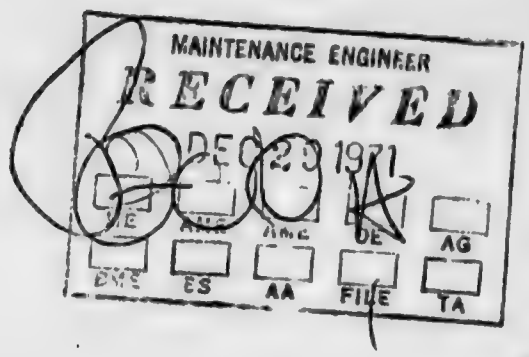
To: Mr. R. N. Bothman
Maintenance Engineer
State Highway Building
S A L E M

We have reviewed, as you requested, the subject gore point. There are currently plans to add "Exit Only" to the cantilever sign in advance of this gore point. Other than this, there does not appear a cheap or easy solution. The problem is, of course, the fact that this is a lane drop in a high volume area with a heavy volume on ramp to the north and the necessity of much weaving and driver distraction. It doesn't appear that we can avoid the accidents by better signing or delineation. We could, perhaps, reduce them by moving the obstruction. Apparently this would cost in the vicinity of $150,000 and is being considered on the basis of an interstate safety upgrade.

Attached is a report from Dennis Peterson. Please advise if you wish me to do anything further at this time.

L. W. Rulien
Regional Engineer

LWR/cr
Attachment



FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon
December 23, 1971

DE ADE ADE OE
DEC 27 1971
TE UE DES

SUBJECT: Gore Study
The Dalles Exit
I-5 Southbound

To: L. W. Rulien
Regional Engineer

Pursuant to your December 3 letter, a study of the subject point has been made to determine what improvements may be in order to reduce the accident experience.

During the period from December 1, 1970 to November 30, 1971, there were 11 accidents. Four persons were injured, none fatally. The annual accident costs, based on 1971 National Safety Council values, were $15,200. Annual maintenance costs to repair the existing attenuator amounted to $3,000. These total annual costs would justify corrective measures costing up to $227,000 based on a 20-year life at five percent interest.

The basic problem at the location is the abrupt lane drop. Motorists find themselves trapped in the third lane with nothing ahead of them but the elevated gore as depicted in the attached photograph.

Under a current safety project the words "EXIT ONLY" will be added to the advance cantilever sign shown in the second photograph. It is not believed that this will significantly alter the accident pattern, however.

A plan to open up the mouth of this exit ramp and provide an escape lane has been developed and is attached. Cost of this construction is estimated at $130,000 exclusive of the charges for converting the sign bridge into two bridges, each spanning half the roadway. Total costs would, therefore, be in the vicinity of $150,000.

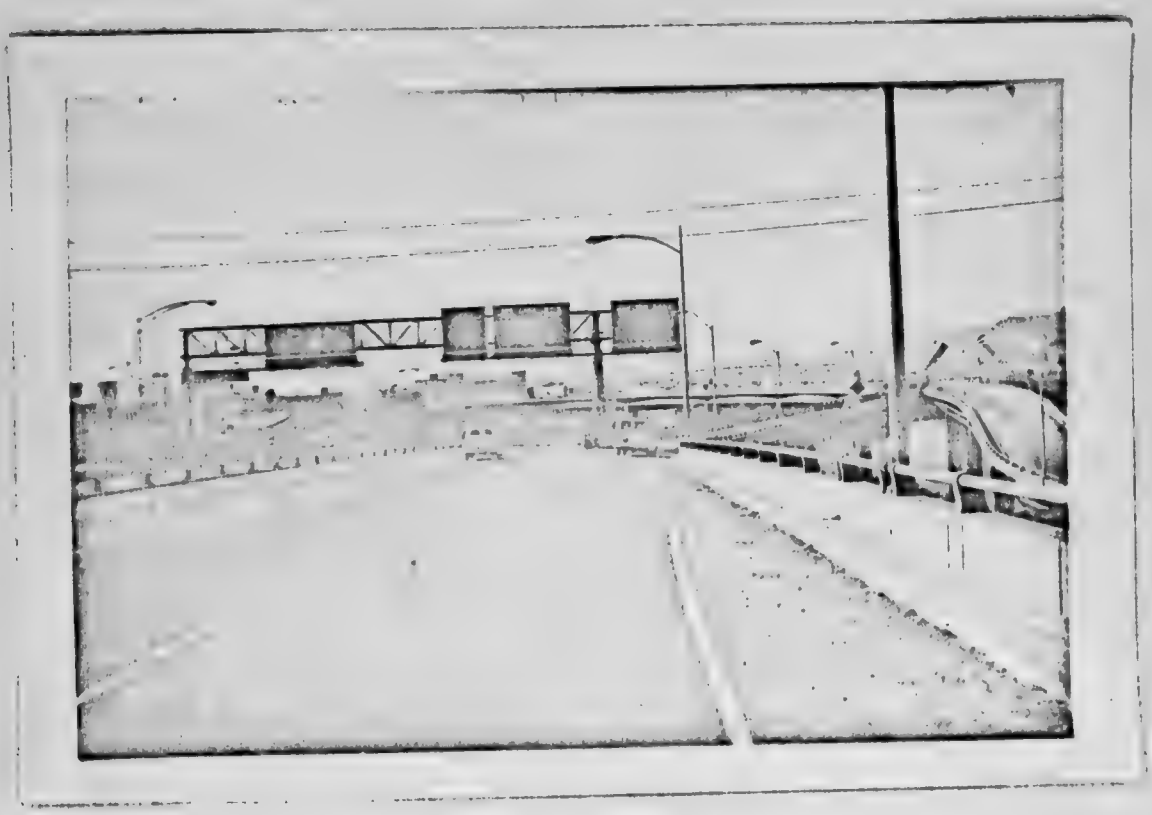
It is recommended that the attached plan be approved and made a part of the upcoming safety project on I-5 from the Marquam Bridge to Columbia Slough.

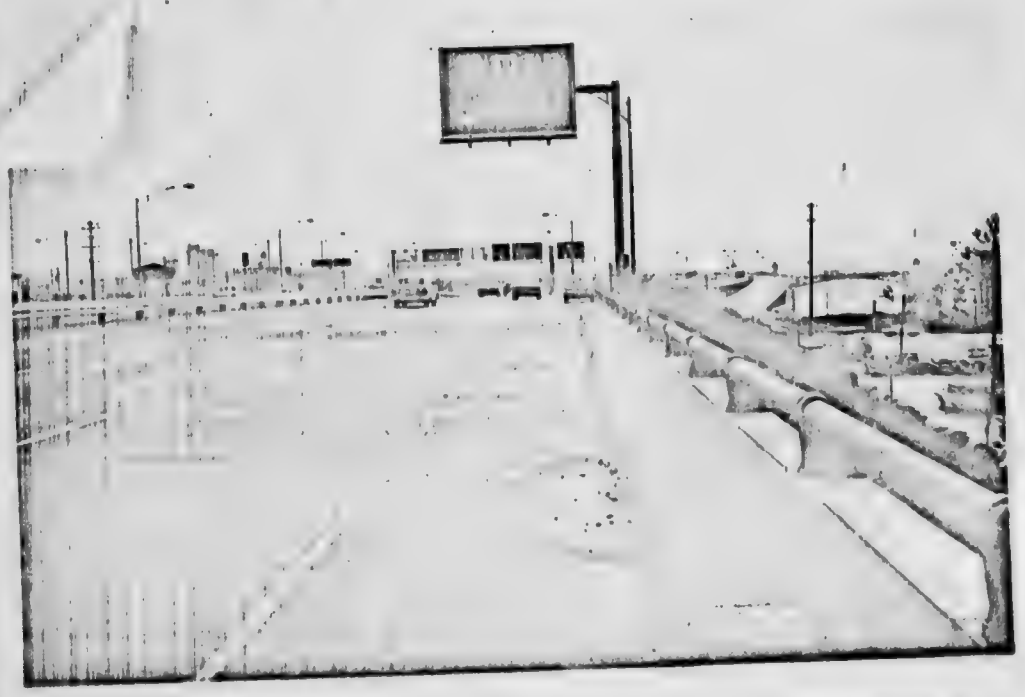
Through copy of this letter, Mr. R. L. Schroeder is being made aware of the details of this study in order that full coordination of the proposal with the Department of Transportation can be made at an early date should the suggestion be approved.

Dennis L. Peterson

D. L. PETERSON
Metropolitan Traffic Engineer

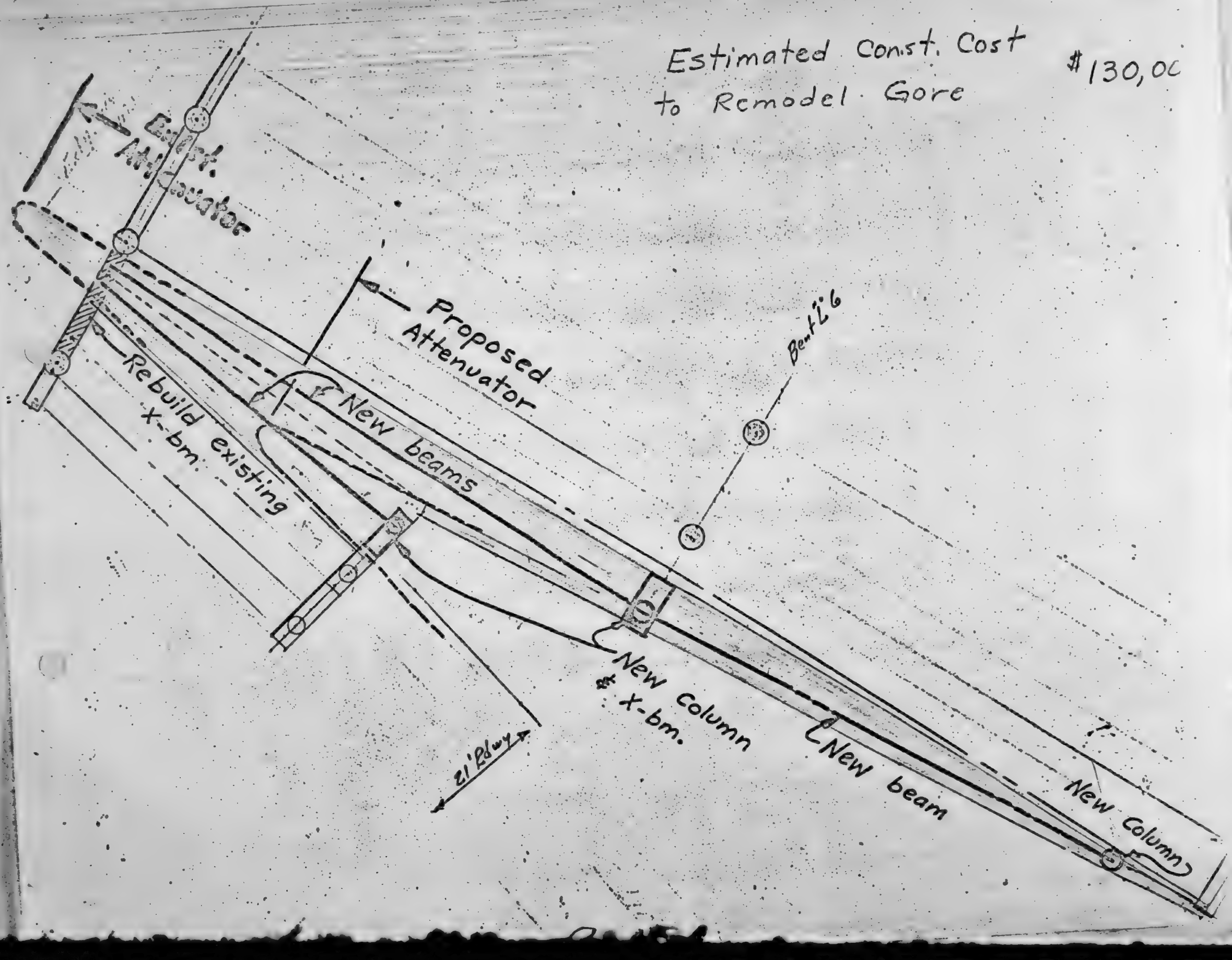
DLP:cw
cc: R. L. Schroeder





12-20-71

Estimated Const. Cost
to Remodel Gore $130,00



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DEC 2 - 1971
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 30, 1971

In reply refer to: 08-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

NOTED
R. E. WLASOW

SUBJECT: Oregon Project I-5-6(-)303
Columbia Slough Bridge-Marquam Bridge Section
Design Approval

As requested in Mr. Young's November 16, 1971 letter and for the reasons stated in that letter we concur that design approval for the construction of the minor safety improvement items along the subject section is considered having been granted prior to January 18, 1969 and no further action is required under PPM 20-8.

We also concur that this project qualifies as a "EPS" project under IM 30-5-71

12-2-71
REFERRED TO
Young
BY ASST. STATE HWY. ENGR.

NOTED
TOM EDWARDS

RECEIVED
DEC 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 21, 1971

SUBJECT: Proposed Gor Reconstruction
I-5 South to Banfield

To:

Mr. R. L. Schroeder
Metropolitan Engineer

M E T R O

Attention Mr. K. D. Limbocker

METROPOLITAN ENGINEER
RECEIVED
DEC 22 1971
Mc A.ME AMS MOE MDE MIE

We have reviewed your December 7, 1971, proposal to reconstruct the gore area between I-5 South and the Banfield in the Banfield-East Bank Interchange.

While the proposed widening is feasible, the cost for this type of work will be high. Our estimate for widening and relocation of the impact attenuator is $130,000. This includes an allowance for engineering and contingencies. A sketch indicating the area of the proposed widening is attached.

Please advise this office if you wish to puruse this proposal further.

Walter J Hart

Walter J. Hart
Bridge Administration Engineer

WJH:dh

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland 97202

December 3, 1971

SUBJECT: Study - Gore Point Area
The Dalles Exit
I-5 Southbound

To: Mr. R. L. Schroeder
Metropolitan Engineer
P O R T L A N D

Attention Mr. Dennis Peterson

Attached is a self-explanatory copy of a letter from Mr. R. N. Bothman prompted by your recent report on the effectiveness of the Portland area impact attenuators.

Will you please review the subject location and favor me with your recommendations as to improvements that may be practical and possible to improve the operation.

I understand that there are some sign changes to be made as a part of the safety contract. Please indicate in your report what those changes will be.

L. W. Rulien
Regional Engineer

LWR/cr
cc R. N. Bothman
J. W. Sheldrake

12-17 Progress Report to L.W.R.

FORM 6-39 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
November 29, 1971

SUBJECT: Impact Attenuators
Portland Area

To:
L. W. Rulien
Region 1 Engineer

B u i l d i n g

You have a copy of Dennis Peterson's report on impact attenuators in the Portland area dated November 18, 1971.

Dennis Peterson's analysis is an excellent one, outlining the benefits from the attenuators at the four locations studied.

This study also points to the need for additional review at the Junction of I-80N & I-5, southbound, noted as location #2, to determine if there is any corrective action that can be taken to alleviate the accidents at that location.

I realize that we have a merging on-ramp and off-ramp at that location, but please review this location further for possible corrective action to sort out traffic or delineate the exit ramp.

Robert N. Bothman
Maintenance Engineer

RNB:mp

cc: E. S. Hunter
R. L. Schroeder

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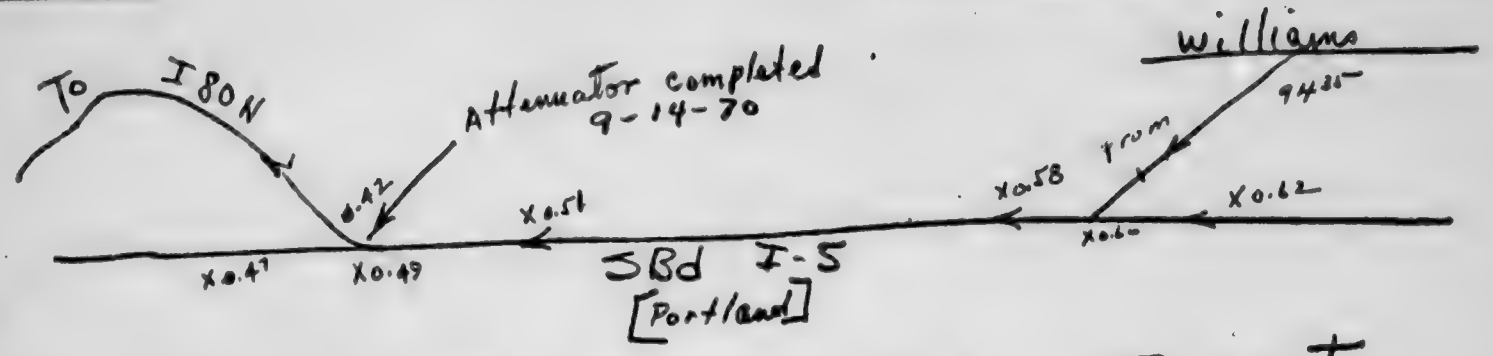
MB UE DBS



302
322
305

For Don Stoudenmeyer

CD 5-yr+
Note on CD when Attenuator completed

show accidents on SBd I5 from 100 feet north of "ON" ramp to 100 feet south of "Off" ramp and include those accidents extending back on ramp and those extending on the "OFF" to "ON" ramp 50' and those extending on the ramp 50-100.

CdV
1-13-72

286
1-14-71

NOTED
C.I. VISTICA

Hall
A. Olson
Terpin
Scott
Swenson
K. Olson

RECEIVED
JAN 17 1972
DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up
Other

$150,000
$130,000
$140,000

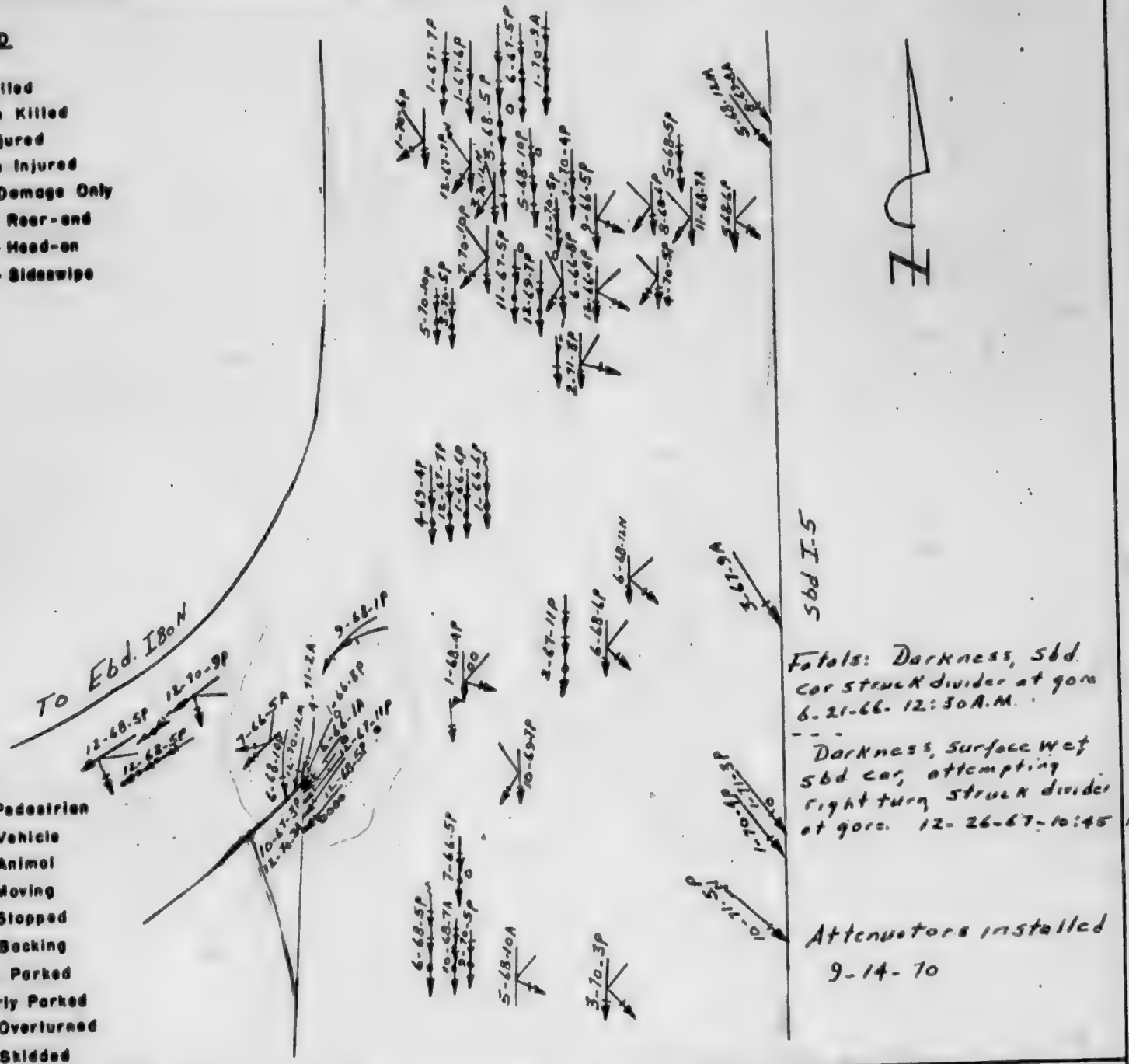
Traffic Engrs use for ramp metering

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Portland County Multnomah
Intersection of SbdEastbankFwy. and Sbd. exit to Ebd. Bonfield
Highway Number 1 (I-5) and 2 (I-80N) M.P. x 0.51- M.P. x 0.47
Period Covered 1-1-66 to 10-31-71
Compiled by BC Drawn by _____ Date 1-14-72

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded



Fatals: Darkness, Sbd car struck divider at gore 6-21-66- 12:30 A.M.

Darkness, surface wet Sbd car, attempting right turn struck divider at gore. 12-26-67-10:45 P.M.

Attenuators installed 9-14-70

Collision Type	1966-1967				1968-1969				1970				10 Mos. 1971				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on											6	6						4	19	23
Rear-end		2	7	9		2	6	8							1	1		3	18	21
Sideswipe		1	4	5		1	8	9		1	5	6							1	1
Turning Movement							1	1												
Parking																				
Non-collision																				
Fixed Object	2	1	2	5			4	4		1	2	3		1	2	3	2	3	10	15
Pedestrian																				
Backing																				
Misc.																				
TOTAL	2	4	13	19		3	19	22		2	13	15		1	3	4	2	10	48	60

Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Portland County Multnomah

Intersection of Sbd East bank Fwy. and Sbd. exit to Ebd. Banfield

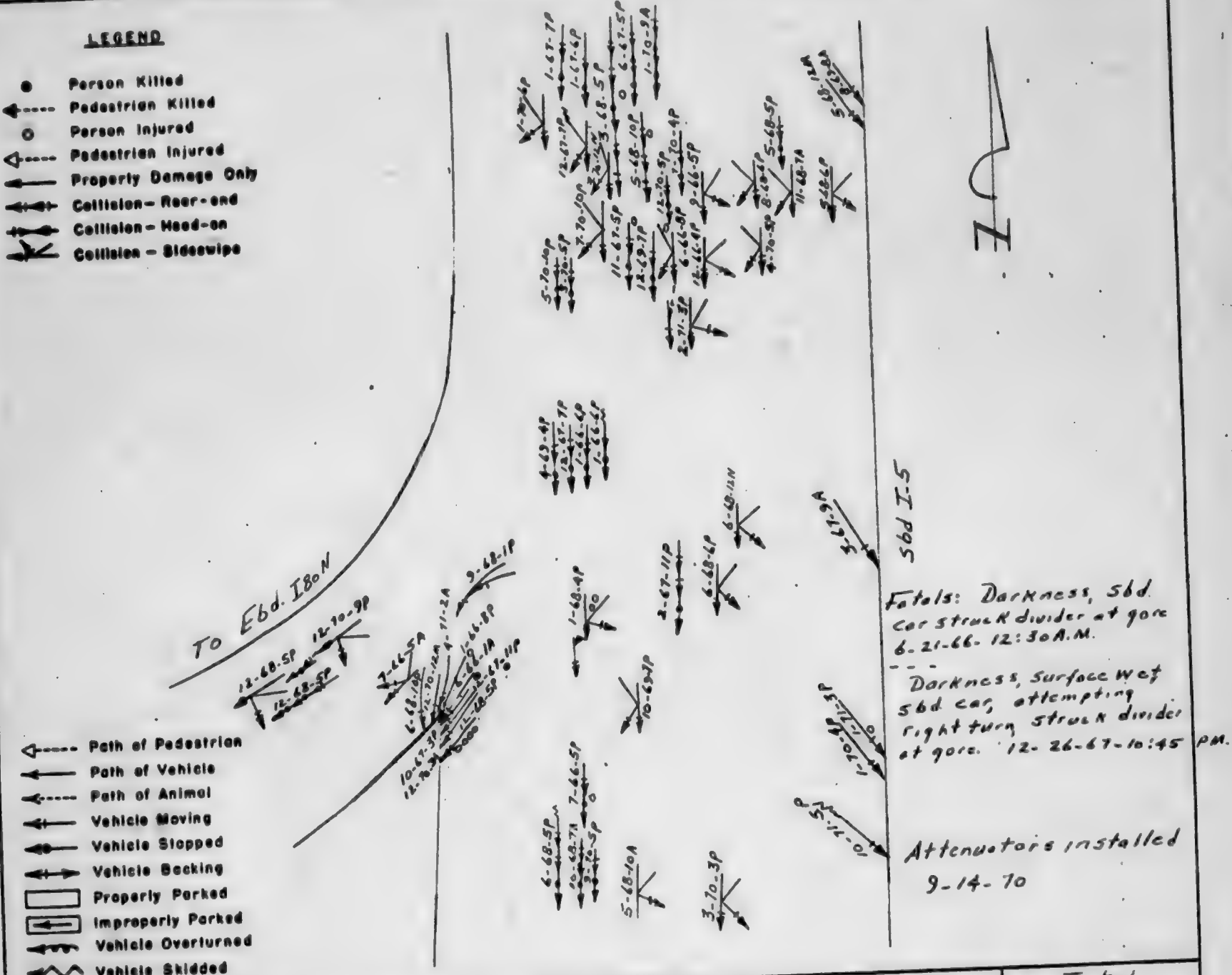
Highway Number 1 (I-5) and 2 (I-80N) M.P. x 0.51- M.P. x 0.41

Period Covered 1-1-66 to 10-31-71

Compiled by BC Drawn by _____ Date 1-14-72

LEGEND

- Person Killed
- Pedestrian Killed
- Person Injured
- Pedestrian Injured
- Property Damage Only
- Collision – Rear-end
- Collision – Head-on
- Collision – Sideswipe
- Path of Pedestrian
- Path of Vehicle
- Path of Animal
- Vehicle Moving
- Vehicle Stopped
- Vehicle Backing
- Properly Parked
- Improperly Parked
- Vehicle Overturned
- Vehicle Skidded


To Ebd I-80N
Sbd I-5
Fatals: Darkness, Sbd car struck divider at gore 6-21-66- 12:30 A.M.
Darkness, surface wet Sbd car, attempting right turn struck divider at gore. 12-26-67-10:45 PM.
Attenuators installed 9-14-70

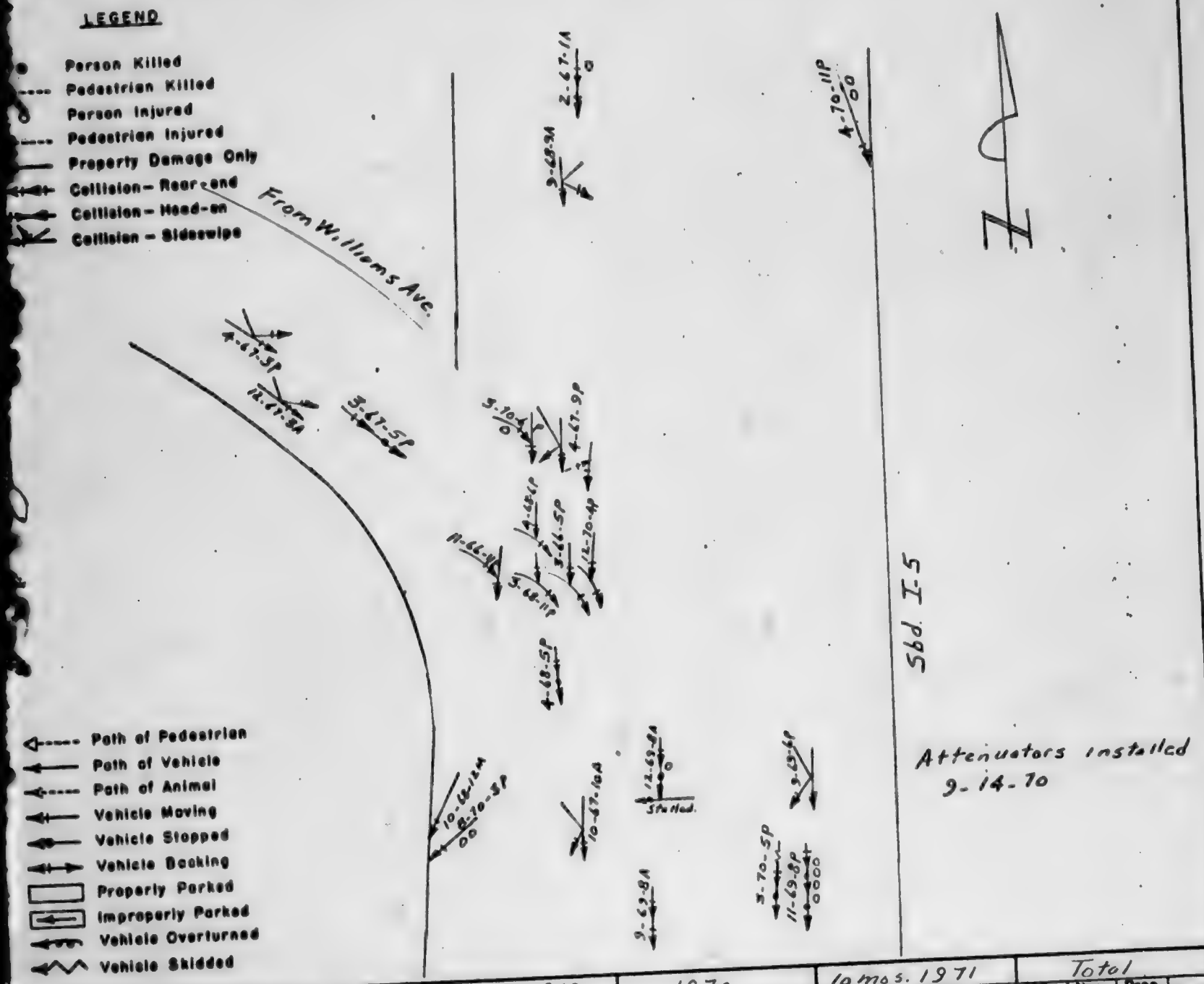
Collision Type	1966-1967				1968-1969				1970				10 Mos. 1971				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on											6	6						4	19	23
Rear-end		2	7	9		2	6	8							1	1		3	18	21
Sideswipe		1	4	5		1	8	9		1	5	6							1	1
Turning Movement							1	1												
Parking																				
Non-collision																				
Fixed Object	2	1	2	5			4	4		1	2	3		1	2	3	2	3	10	15
Pedestrian																				
Backing																				
Misc.																				
TOTAL	2	4	13	19		3	19	22		2	13	15		1	3	4	2	10	48	60

Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS

COLLISION DIAGRAM

City of Portland County Multnomah
Intersection of Sbd Eastbank Fwy. and Williams Ave. on ramp
Highway Number 1 (I-5) M.P. X0.62 to X0.58
Period Covered 1-1-66 to 10-31-71
Compiled by VBL Drawn by _____ Date 1-14-72

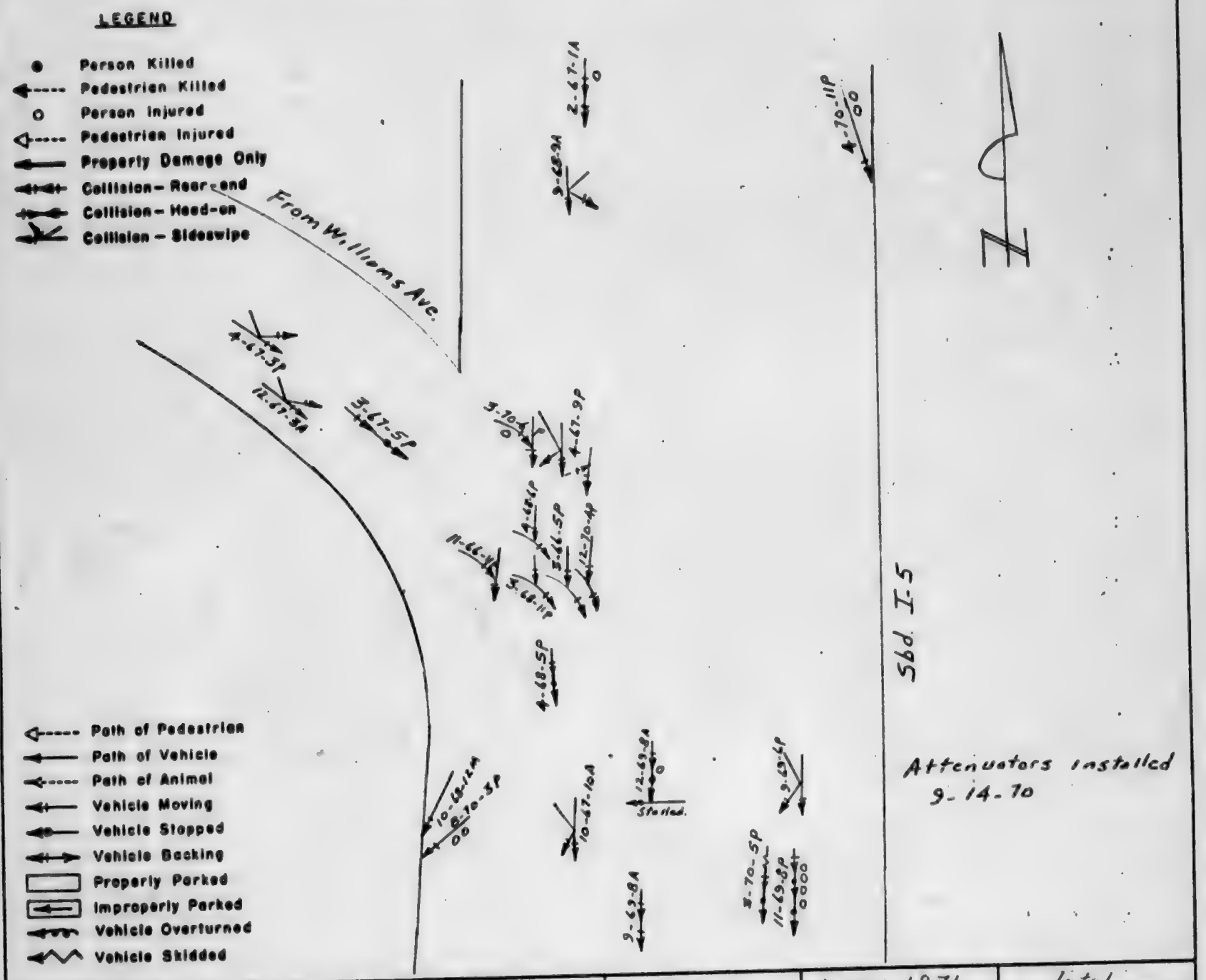


Collision Type	1966-1967				1968-1969				1970				10 mos. 1971				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																		3	4	7
Head-on						2	2	4			1	1							6	6
Rear-end		1	1	2			2	2		1	1	2						1	5	6
Sideswipe			4	4			2	2		1	1	2						1	2	3
Turning Movement			2	2			1	1		1	1	2						1	2	3
Parking																				
Non-collision																				
Fixed Object																				
Pedestrian																				
Backing																				
Misc.																0		5	11	22
TOTAL		–				2	7	9		2	3	5								

Form E-261-6-70

OREGON STATE HIGHWAY DIVISION
TRAFFIC ENGINEERING SECTION
ACCIDENT ANALYSIS
COLLISION DIAGRAM

City of Portland County Multnomah
Intersection of Sbd Eastbank Fwy. and Williams Ave. on ramp
Highway Number I (I-5) M.P. X 0.62 to X 0.58
Period Covered 1-1-66 to 10-31-71
Compiled by VBC Drawn by _____ Date 1-14-72



Collision Type	1966-1967				1968-1969				1970				Jan thru Aug. 1971				Total			
	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total	Fatal	Non-fatal	Prop. Damage	Total
Angle																				
Head-on											1	1						3	4	7
Rear-end		1	1	2		2	2	4											6	6
Sideswipe			4	4			2	2										1	5	6
Turning Movement			2	2			2	2		1	1	2								
Parking																				
Non-collision																				
Fixed Object							1	1		1	1	2						1	2	3
Pedestrian																				
Backing																				
Misc.																				
TOTAL		–				2	7	9		2	3	5				0		5	11	22

Form E-261-6-70

RECEIVED
MAY 12 1972
FOR FILING

7742

No hearing req.

November 16, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Design Approval
Columbia Slough Br.-Marquam Br.
Project I-5-6(--)303 Safety
(Sign, Illum., Barriers, etc.)
Pacific Highway (I-5)
Multnomah County

Dear Sir:

We hereby request your concurrence that design approval for the subject project had been given by the Federal Highway Administration prior to January 18, 1969, the effective date of current PPM 20-8, and that no further action is required for the subject project under PPM 20-8, based on the following information and data.

The work to be accomplished, which is all within the existing right-of-way, under the subject project consists of safety work primarily comprised of updating guard rail, median barrier, sign and illumination installations according to the safety features and practices set forth in AASHO's "yellow book".

The Federal Highway Administration has indicated in previous correspondence that their acceptance in February 1967 of the standards recommended in the "yellow book" (Highway Design and Operational Practice Related to Highway Design, published by AASHO) constitutes tacit approval of the design for this proposed type of work.

The cost of the proposed safety work was included and approved in the 1972 Interstate Cost Estimate compiled in accordance with Section 104(b)(5), Title 23, U.S. Code, Highways.

The subject project is exempt from State and District 2 (CRAG) Clearinghouses' A-95 review under working agreements dated April 28, 1970 and October 16, 1970, respectively.

Public hearings are not required under provisions of paragraph 6(c) of PPM 20-8.

Environmental statement is not required under PPM 90-1, as design approval is considered to have been given prior to January 1, 1970.

We further request your concurrence that the subject project qualifies as an "EPS" Project under IM 30-5-71, based on the fact it falls under both categories, i.e., Emergency Highway Safety Program", Section (b) and "Projects to Stimulate Jobs in Areas of High Unemployment", Section (a). Enclosed is a copy of pages 5 and 17 from October, 1971, "Area Trends in Employment and Unemployment", by the U.S. Department of Labor, Manpower Administration, Washington, D.C., which shows the Portland (Clackamas, Multnomah, and Washington Counties, Oregon; Clark County, Washington) labor area defined as one of substantial unemployment.

We trust the included information is sufficient for you to grant the requested concurrences for the proposed project.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Enc.

CL:dg
cc F. B. Klaboe
F. L. Hall
R. D. Asburry
R. N. Chase
B. L. Gifford

From: AREA TRENDS Oct. 1971

Areas of Substantial Unemployment (continued)

Except as noted, for procurement purposes these classifications are effective November 1, 1971

Substantial	Persistent	Labor Area 1/ (Political Subdivisions Included)
		Oregon
X		Albany (Linn County)
X		Astoria (Clatsop County)
X		Baker (Baker County)
X		Bend (Deschutes County)
	X	Enterprise (Wallowa County)
X		EUGENE (LANE COUNTY)
	X	Fossil (Wheeler County)
	X	Gold Beach (Curry County)
	X	Grants Pass (Josephine County)
X		Heppner (Morrow County)
	X	Hood River (Hood River County)
X		John Day (Grant County)
X		Klamath Falls (Klamath County)
X		La Grande (Union County)
	X	Lakeview (Lake County)
	X	Madras (Jefferson County)
	X	Medford (Jackson County)
	X	McMinnville (Yamhill County)
	X	North Bend-Coos Bay (Coos County)
	X	Pendleton (Umatilla County)
X		PORTLAND (CLACKAMAS, MULTNOMAH, AND WASHINGTON COUNTIES, OREG.; CLARK COUNTY, WASH.)
	X	Prineville (Crook County)
	X	Roseburg (Douglas County)
X		SALEM (MARION AND POLK COUNTIES)
X		St. Helens (Columbia County)
	X	The Dalles (Sherman and Wasco Counties)
X		Tillamook (Tillamook County)
	X	Toledo (Lincoln County)
		Pennsylvania
	X	Bedford (Bedford County)
X		Bradford (McKean County)
	X	Clearfield-Du Bois (Clearfield County; Rush Township, Boroughs of Philipsburg and South Philipsburg in Centre County)
X		Coudersport (Potter County)
X		Emporium (Cameron County)
X		Huntingdon (Huntingdon County)
X		Kittanning-Ford City (Armstrong County)
	X	Lock Haven-Renovo (Clinton County)
X		PHILADELPHIA (BUCKS, CHESTER, DELAWARE, MONTGOMERY and PHILADELPHIA COUNTIES, PA., BURLINGTON, CAMDEN and GLOUCESTER COUNTIES, N. J.)

Substantial	Persistent	Labor Area 1/ (Political Subdivisions Included)
		Pennsylvania (Cont'd)
X		Punxsutawney (Jefferson County)
X		St. Marys (Elk County)
X		Sayre-Athens-Towanda (Bradford County)
X		SCRANTON (LACKAWANNA COUNTY)
X		Tunkhannock (Wyoming County)
	X	Uniontown-Connellsville (Fayette County)
X		Wellsboro (Tioga County)
X		WILKES-BARRE-HAZLETON (LUZERNE COUNTY) (See New York-Binghamton)
		Puerto Rico
	X	Aguadilla (Aguada and Aguadilla Municipalities)
	X	Arecibo (Arecibo, Camuy, and Hatillo Municipalities)
	X	CAGUAS (AGUAS BUENAS, CAGUAS, CIDRA, GURABO, JUNCOS, AND SAN LORENZO MUNICIPALITIES)
	X	Carolina (Carolina and Loiza Municipalities)
	X	Cayey (Aibonito and Cayey Municipalities)
	X	Corozal (Corozal Municipality)
	X	Dorado (Dorado Municipality)
	X	Fajardo (Ceiba, Fajardo, and Luquillo Municipalities)
	X	Guayama (Arroyo, Guayama, and Pitillas Municipalities)
	X	Humacao (Humacao, Las Piedras, and Yabucoa Municipalities)
	X	Juana Diaz (Coamo, Juana Diaz, Santa Isabel, and Villaba Municipalities)
	X	Manati (Barceloneta, Ciales, Manati, and Morovis Municipalities)
	X	Maunabo (Maunabo Municipality)
	X	MAYAGUEZ (MAYAGUEZ MUNICIPALITY)
	X	Naguabo (Naguabo Municipality)
	X	PONCE (PONCE MUNICIPALITY)
	X	Quebradillas (Quebradillas Municipality)
	X	Salinas (Salinas Municipality)
	X	San German (Cabo Rojo, Hormigueros, Lajas, Sabana Grande, and San German Municipalities)
	X	Toa Alta (Toa Alta Municipality)
	X	Toa Baja (Toa Baja Municipality)
	X	Trujillo Alto (Trujillo Alto Municipality)
	X	Vega Alta (Vega Alta Municipality)
	X	Vega Baja (Vega Baja Municipality)
	X	Yauco (Guanica, Guayanilla, and Yauco Municipalities)

See footnotes at end of table.

NOTED
R. D. ASBURRY

explanation of area classifications

Each month the Department of Labor classifies 150 major employment centers according to the adequacy of their labor supply. The classifications are based on reports, prepared by the State employment security agencies, covering employment and unemployment developments and outlook in each area. A letter classification code, shown below, is assigned to each major area. The unemployment rate is a key factor in determining the area classification, but consideration is also given to the area's employment and unemployment outlook, local employer estimates of their manpower requirements, the relationship between labor supply and demand, the seasonal pattern of employment and unemployment fluctuations in the area, and other factors.

Labor Supply Category	Description	Unemployment Rate 1/
Group A	Overall labor shortage	Less than 1.5%
Group B	Low unemployment	1.5 to 2.9%
Group C	Moderate unemployment	3.0 to 5.9%
Group D	Substantial unemployment	6.0 to 8.9%
Group E	" "	9.0 to 11.9%
Group F	" "	12.0 or more

1/ Ratio of unemployment to area's total work force.

Areas of Substantial Unemployment

A labor area in which the current and anticipated local labor supply substantially exceeds labor requirements is classified as an area of "substantial unemployment." An area is placed in this category when:

(1) Unemployment in the area is equal to 6 percent or more of its work force, discounting seasonal or temporary factors, and

(2) It is anticipated that the rate of unemployment during the next 2 months will remain at 6 percent or more, discounting temporary or seasonal factors.

Major labor areas classified in Groups D, E, and F are regarded as areas of "substantial unemployment." The Department of Labor also classifies several hundred smaller areas when they meet the substantial unemployment criteria. These areas are not placed in specific letter classification categories. Areas of less than 1,500 population may be "certified" by State employment security agencies, upon authorization by the Department, as areas of substantial or persistent unemployment. Such areas are not included in the list of classified areas.

Areas of Persistent Unemployment

A labor area, or a city of 250,000 or more population, or a county, may be classified as an area of "persistent unemployment" when unemployment during the most recent calendar year has averaged 6 percent or more of the work force, and the rate of unemployment has:

(1) Averaged 6 percent or more and has been at least 50 percent above the national average for 3 of the preceding 4 calendar years, or

(2) Averaged 6 percent or more and has been at least 75 percent above the national average for 2 of the preceding 3 calendar years, or

(3) Averaged 6 percent or more and has been at least 100 percent above the national average for 1 of the preceding 2 calendar years.

Annual average unemployment rates used in the classification of areas of persistent unemployment in 1970 and 1971 are listed below:

Year	National Average Unemployment Rate	50% Above	75% Above	100% Above
1966	3.8	5.7 1/	6.7	7.6
1967	3.8	5.7 1/	6.7	7.6
1968	3.6	5.4 1/	6.3	7.2
1969	3.5	5.3 1/	6.1	7.0
1970	4.9	7.4	8.6	9.8

1/ Minimum legal requirement is 6.0 percent.

I5

FORM S-90 (4-70)

SP*52900-734

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

May 10, 1971

To: Mr. R. L. Schroeder
Metropolitan Engineer
Portland, Oregon

SUBJECT: Southbound Off-Ramp, Banfield Interchange, Pacific Highway
Multnomah County

We have studied the accident report of April 12 concerning the southbound off-ramp from Interstate 5 to Interstate 80N in the city of Portland. We have also checked on the other eight accidents which occurred at this same gore area.

The accident report suggests that an escape lane be constructed to relieve the situation. In studying all of the nine accidents, we find no definite pattern and cannot agree that an escape is called for. Such a facility on a structure would be difficult to construct as well as very costly.

We recommend that you look at the situation in terms of revisions to signing, striping, et cetera.

ORIGINAL SIGNED BY
E. B. KLABOE

F. B. Klaboe
Assistant State Highway Engineer

cc: F. L. Hall
L. E. George

DNS:jp srb

Note,
Impact Attenuators installed
9-14-
in ~~Nov~~. 1970

RECEIVED
MAY 11 1971
DESIGN
SECTION

Trout

Do Not File

R.N. Bothman
M.W. Rulien

OREGON STATE HIGHWAY DIVISION
ENERGY ABSORPTION BARRIER
ACCIDENT REPORT

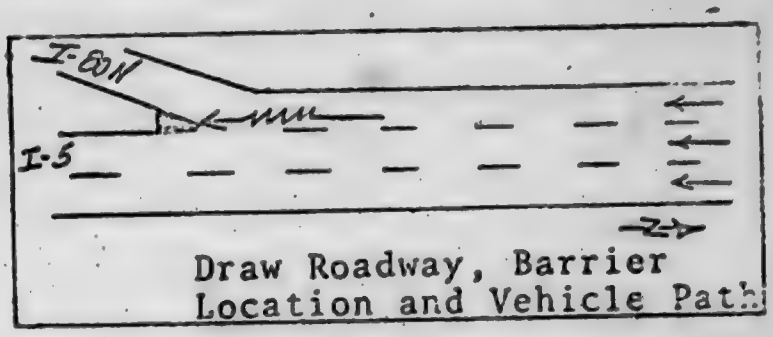
DISTRICT 2-B CITY Portland PHONE 229-6933
REPORTER OF ACCIDENT Dennis L. Peterson DATE 4-14-71
DATE OF ACCIDENT April 12, 1971 HOUR 1:40 AM
TYPE OF BARRIER Hi-Dro Cell LENGTH 13 Feet
LOCATION OF BARRIER Jct. I-80N & I-5 Southbound SR 1 MP 20.42

WEATHER CONDITION

(x) CLEAR
( ) WET (not raining)
( ) RAINING
( ) SNOWING
( ) ICE
( ) FOG
_____

LIGHT CONDITION

( ) DAWN
( ) DAYLIGHT
( ) DUSK
(x) DARK (lighted)
( ) DARK (not lighted)
( ) _____



Draw Roadway, Barrier Location and Vehicle Path

INJURIES: (x) NO ( ) YES No. _____ DEATHS: (x) NO ( ) YES No. _____

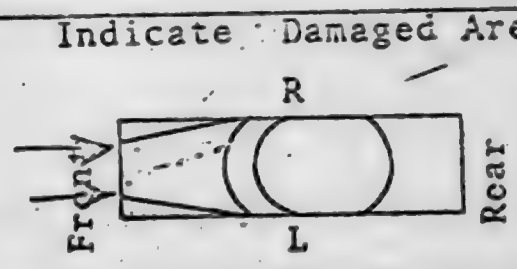
DESCRIBE INJURIES: _____

SEAT BELTS USED: (x) NO ( ) YES VEHICLE SPEED (Approx.) 1/

VEHICLE DAMAGE: ( ) SLIGHT (x) MODERATE ( ) SEVERE VEHICLE, 1969 Buick Type/Make

DESCRIBE DAMAGE: Grill, headlights, hood damaged. See photos

Indicate Damaged Area



ANGLE OF IMPACT Zero °

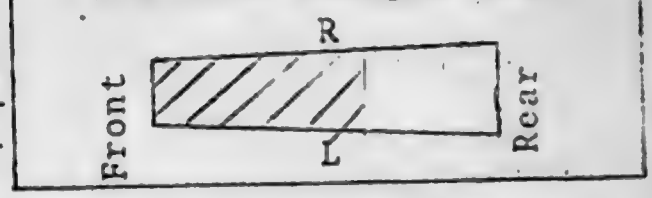
VEHICLE REACTION: ( ) HOOKED ( ) REBOUNDED ( ) ENTRAPPED (1/) _____

BARRIER DAMAGE: ( ) SLIGHT (X) MODERATE ( ) SEVERE

DESCRIBE DAMAGE: 3 Tubes ruptured. 150 gallons anti-freeze lost. See photos

REACTION: _____

Indicate Damaged Area

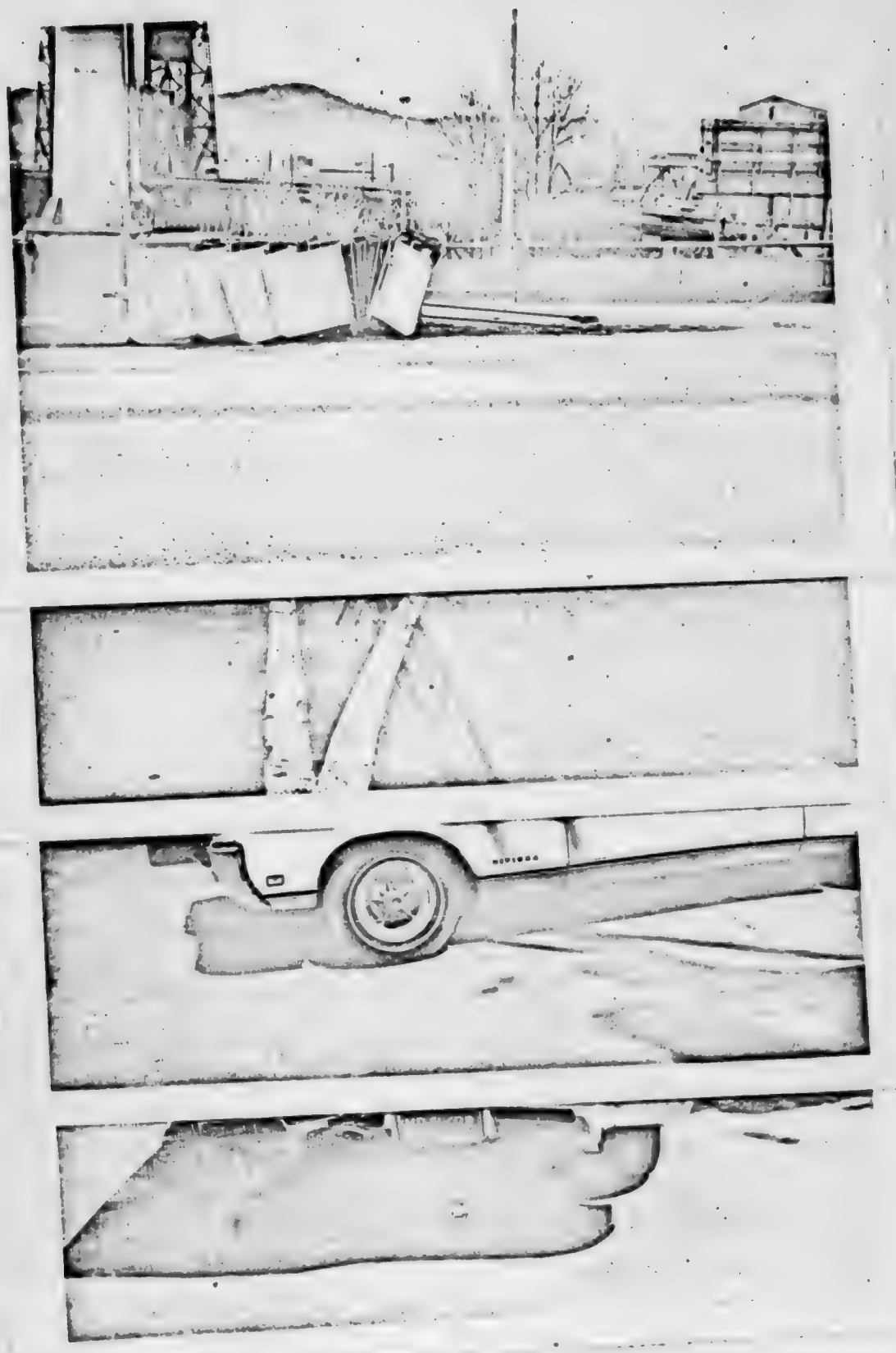


REPAIR COST:
PERSONNEL COST $93 EQUIPMENT COST 22 MATERIAL COST $99 TOTAL $214
REPAIR TIME: MAN HOURS 24 EQUIPMENT HOURS 4

REMARKS: 1/ Unknown
Skidmarks to impact point measured 75 feet.
Driver arrested for DUIL
Attenuator has now been hit 9 times since initial hit in December. Gore should be redesigned to provide escape hatch.

No. of Photographs 4
Other Attachments City Police Report

DOA: 4/14/71
HWY: Jct. I-80N &
I-5 Southbnd.



STATE OF OREGON — Portland (City) Police Department

Accident Report — Police ☐ FATAL ☐ INJURY ☑ PROP. DAMAGE

NO. 1-253

DATE OF ACCIDENT: 4-12-71 | TIME OF ACCIDENT: 140 ☐ P.M. | ARRIVED AT SCENE: 152 ☐ P.M. | CITY: Portland | COUNTY: Multnomah | SHEET 1 OF 1 SHEETS

OCCURRED ON (Route Number or Name): I-5

AT INTERSECTION OF (Route Number or Name): I 80N Exit (South Bd.)

DO NOT WRITE IN THIS SPACE

IF NOT AT INTERSECTION ☐ FEET ☐ MILES N S E W ☐☐☐☐ OF (Intersecting highway or street, landmark, or house no.) MILE POST

NEAREST CITY: MILES N S E W ☐☐☐☐ OF

ACCIDENT INVOLVED: ☐ PEDESTRIAN ☐ RR TRAIN ☐ ANIMAL ☐ RAN OFF ROAD ☑ FIXED OBJECT
☐ OTHER MV ☐ BICYCLE ☐ OVERTURNED IN ROAD ☐ OTHER NON COLLISION ☐ OTHER OBJECT

STATE BUREAU OF ACCIDENT RECORDS

CODE FOR INJURY (Use only the most serious one in each space for injury)
K - Dead before report made.
A - Visible signs of injury, as bleeding wound or distorted member; or had to be carried from scene.
B - Other visible injury, as bruises, abrasions, swelling, limping, etc.
C - No visible injury but complains of pain or nausea or unconsciousness.
O - No indication of injury.

UNIT No. 1 - MOTOR VEHICLE

DRIVER'S FULL NAME (last) Davis (first) Raymond (middle) Richard — ADDRESS 1906 Monroe, Milw. Or.

OPERATOR LICENSE NO. 1226895 — STATE Ore. — ☑ REGULAR ☐ OTHER — SPECIFY TYPE — DATE OF BIRTH 9-27-34

Place an O under SEAT BELT if not installed, X, if installed: XX, if in use. O

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX
FRONT LEFT					
FRONT CENTER					
FRONT RIGHT					
REAR LEFT					
REAR CENTER					
REAR RIGHT					

VEHICLE MAKE & MODEL: Buick Riviera — BODY STYLE: Sdn — YEAR: 69

LICENSE PLATE NUMBER: MDJ 1632 — STATE: Ore — YEAR: 71

OWNER'S NAME AND ADDRESS: same

VEHICLE REMOVED BY/TO: Gerlach to lot

DAMAGE SUSTAINED: FD-3

IS VEHICLE DRIVABLE? ☐ YES ☑

UNIT No. 2 - MOTOR VEHICLE, PEDESTRIAN, BICYCLIST, OR OTHER

DRIVER'S (PEDESTRIAN'S, BICYCLIST'S OR OTHER) FULL NAME — ADDRESS

OPERATOR LICENSE NO. — STATE — ☐ REGULAR ☐ OTHER — SPECIFY TYPE — DATE OF BIRTH — Place an O under SEAT BELT if not installed, X, if installed, XX, if in use.

SEAT POS.	OCCUPANTS' NAMES	OCCUPANTS' ADDRESSES	SEAT BELT	AGE	SEX
FRONT LEFT					
FRONT CENTER					
FRONT RIGHT					
REAR LEFT					
REAR CENTER					
REAR RIGHT					

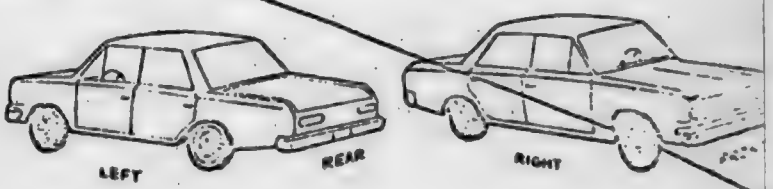
VEHICLE MAKE & MODEL — BODY STYLE — YEAR

LICENSE PLATE NUMBER — STATE — YEAR

OWNER'S NAME AND ADDRESS

VEHICLE REMOVED BY/TO

DAMAGE SUSTAINED



IS VEHICLE DRIVABLE? ☐ YES

WEATHER (Check one): ☑ CLEAR ☐ RAINING ☐ SNOWING ☐ FOG ☐ OTHER.....

ROAD COND. (Check one): ☐ DRY ☐ WET ☐ SNOWY ☐ ICY ☐ OTHER.....

LIGHT COND. (Check one): ☐ DAYLIGHT ☐ DAWN OR DUSK ☑ DARKNESS, LIGHTED ☐ DARKNESS, UNLIGHTED ☐ OTHER.....

	UNIT 1	UNIT 2
SKIDMARKS TO IMPACT (ft)	75	
DISTANCE TRAVELED AFTER IMPACT (ft)	7	
STATED SPEED BEFORE IMPACT (MPH)	Unk	
DESIGNATED SPEED FOR AREA (MPH)	50	

FIRST AID GIVEN BY: N/A

INJURED TAKEN TO: N/A BY:

WITNESSES NAME: J. M. Brooks ADDRESS: P.O. Box 312, Vancouver, Wash.

NAME: ADDRESS:

ACTION TAKEN (Arrests, etc.): 1 Dull M 784, city

REPORTING OFFICER

Form 11/67

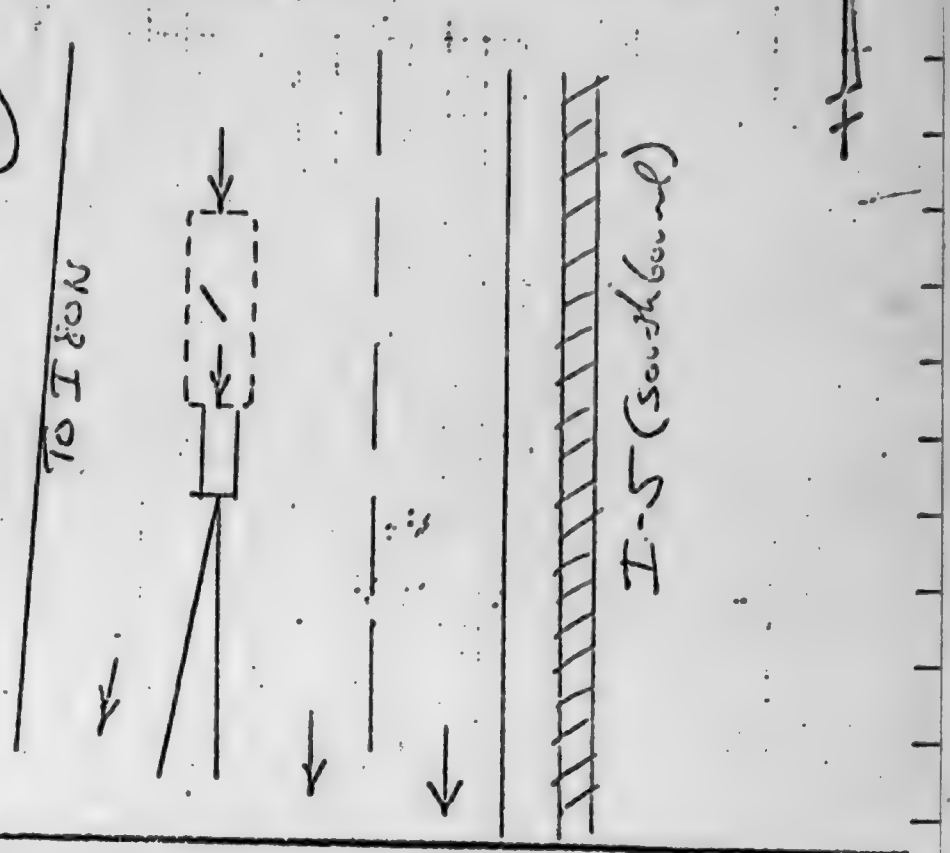
DESCRIPTION & DIAGRAM OF ACCIDENT

91-33311

Describe what happened; including actions of vehicles and pedestrians, if any, prior to key event; contributing actions of drivers; evasive maneuvers, including skidmarks; description of impact; unusual circumstances; temporary highway conditions; highway defects, if any; traffic control defects, if any; vehicle defects, if any; and driver and pedestrian condition, if other than normal. Use "Unit 1" and "Unit 2", etc. to identify vehicles. Also describe drugs to property, other than vehicles.

PI I-5 divider at I-80N exit (southbound)

Draw a sketch of the roadway arrangement, with "North" at the top. Include all structures involved in accident as well as any obstruction to visibility. Show unusual or temporary conditions (hole in pavement, barricades in construction area, etc.). All dimensions are to be estimated, except as directed in departmental orders.



SUPPLEMENTARY REPORT

Driver #1 states some gal forced him off the road.

CITY OF PORTLAND, OREGON
DEPARTMENT OF PUBLIC SAFETY
BUREAU OF POLICE

SUBJECT DUII Arrest

OFFICER'S REPORT (3)

No. 71-23376

TIME 1400 Hrs

CAPTAIN Pittenger

4-12-71, 19__

re: Davis, Raymond Richard, WM, 9-27-34
1906 Monroe, Milw. Ore
Bail 300.
Court 5-4-71 830A

Sir: By radio to I-5 at the I-80N exit (southbound) regarding a 12-1. Witness states he arrived on the scene & found the driver seated behind the wheel. Def. transported to traffic office by Cor 360. Alcholizer report given by ofcr. Hocksdein #280 no video tapes were available. Breatholizer by ofcr. Seaton 450 with a result of .24% BA.

Resp.
S.D. Seaton 450
380, Nvel, Traf.

7743 Ross Island Bridge-Reedway St. 1972
Sec., of Pacific Hwy. E. in Ptld.
(Roadside improvement)

7743

STATE COPY

661 [redacted] (H & Coulter, Wash DC (HHO-32)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

4-6-76

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	8	Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
4/6/76	C. T. Christiansen, Area Engr		I-160(26)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
12/30/72	6/7/74	100 %	Spec Comp Date 12/31/72
APPROVED EXTENSIONS	**LOCATION**		
None	Oregon 99E Junction of Terp. Mt. Hood Highway South 1.8 Miles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

APR 13 1976

ROSS ISLAND BRIDGE-S.E. HIGHWAY SEC.
PACIFIC HIGHWAY EAST
Roadside Improvement

Washington

This project provided landscape treatment on a previously constructed portion of urban expressway. The final cost was $110,315.03, representing a negligible underrun.

RECEIVED
[illegible]
4-15-76
Mg Const.
Office of
Federal Highway Administration

R. ARNOLD COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christiansen		SIGNATURE Original signed by E. J. Valach Dist. Engineer	
TITLE Area Engineer	DATE 4/7/76	TITLE E. J. Valach District Engineer	DATE 4/13/76

FORM FHWA-1446 B (12-73) FORMERLY PR-33E — Previous Editions of PR-33E Will Not Be Used.

REGION FILE COPY

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel*

1	2 – 4	5 – 8	9 – 12	13 – 15
	16 – 18	19 – 22	23 – 24	25 – 27	28 – 30	31 – 33

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN ( ) RURAL ( )
Oregon	Multnomah	U-168(26)	

CARD A	ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)	DATE STARTED
		CONSTRUCTION TYPE CODES		Roadside Impr. Landscaping		June 13, 1972
	20	FINAL CONSTRUCTION COST	DOL.	98,029	-	DATE COMPLETED: December 30, 1972
	21	LENGTH OF PROJECT	MILES	-	-	TOTAL NO. BRIDGES: -

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

CARD B	30	LABOR	TOTAL MAN HOURS: 5,300	GROSS EARNINGS: 35,000
CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	49,650
CARD B	9	PETROLEUM PRODUCTS	GAL.	1,500
CARD B	1	CEMENT	BBL.	
CARD C	2	AGGREGATES PURCHASED	TONS	
CARD C	92	AGGREGATES PURCHASED	CU. YD.	30
CARD C	3	BITUMINOUS MATERIAL	GAL.	
CARD C	4	LUMBER	MFBM.	
CARD D	5	TIMBER PILING	LIN. FT.	
CARD D	7	REINFORCING STEEL	LB.	
CARD D	8	STRUCTURAL STEEL	LB.	
CARD D	10	EXPLOSIVES	LB.	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	30
CARD E	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON	5
CARD E	15	AGGREGATES PRODUCED	TON	
CARD E	95	AGGREGATES PRODUCED	CU. YD.	
CARD F	16	MISCELLANEOUS STEEL	LB.	10,000
CARD F	17	FENCING	LIN. FT.	
CARD F	18	GUARDRAIL	LIN. FT.	
CARD F	19	BRIDGE RAIL	LIN. FT.	
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	
CARD G	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 – 52	53 – 61	62 – 70

CULVERT ITEMS

CARD H	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
		8	30
CARD K	14	CLAY PIPE AND DRAIN TILE	
CARD L	25	CORR. ALUMINUM CULVERT	
CARD M	26	CAST IRON PIPE	

FORM PR-47 (REV. 3-72) PREVIOUS EDITIONS ARE OBSOLETE

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

7743

March 29, 1976

TO G. L. Green, Division Administrator
Federal Highway Administration

Federal-Aid Project
No. U-168(26)

FROM C. T. Keasey
Construction Engineer

SUBJECT Request Federal-aid Project Acceptance

Contract 7743 Work Completed 12-30-72

Project Ross Island Bridge - S.E. Reedway Street

Highway Pacific East

County Multnomah

Acceptance: Transportation Commission 6-7-74

Federal Highway Administration 5-14-74

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47
Laboratory Materials Certification
Statement of Overruns and Underruns
Progress Estimate and Cost Report, E-498

RTire

cc: Richard Hacek
R. D. Church

7743

June 13, 1974

General Insurance Co. of America
1500 S.W. 1st
Portland, OR 97201

Gentlemen:

On June 11, 1974, we wrote to you concerning release of final payment on Contract No. 7743 awarded to Cascadian Landscapers, Inc., for roadside improvement on the Sauvie Island Bridge-S.E. Academy Street Section of the Pacific Highway East in Multnomah County.

Final payment on this contract is $1,000 and the total contract amount is $99,582.93 including $490.82 for work performed under force account.

Very truly yours,

C. W. Hand
CONCESSION SERVICES

fhm

cc Cascadian Landscapers, Inc.
360 N.W. 114th St.
Portland, OR 97229

C. T. Keasey
Walt Hart
V. E. Skoog Attn: Dick Hacek
Ed Hardt

7743

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Ross Island Br. - SE Reedway St.		WEEK ENDING: October 12,1973
		SECTION PREFIX: 26-1083
HIGHWAY: Pacific East		COUNTY: Multnomah
NAME OF JOB: Ross Island Br. - SE Reedway St.	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Cascadian Landscapers, Inc.	CONTRACT NUMBER: 7743	FEDERAL AID PROJECT NUMBER: U-168(26)
DATE OF CONTRACT: May 4,1972	DATE WORK STARTED: June 13,1972	ESTIMATED COMPLETION DATE: Dec. 28,1972 ~~Oct. 8,1973 (Final)~~
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 2 SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $110,315.03	SPECIFIED COMPLETION DATE: December 31,1972	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $100,680.53	ENGINEERING AUTHORIZATION: $9,634.50	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $102,617.93	ENGINEERING COST TO DATE: $10,871.14	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN 0.2 %	PERCENT OF AUTHORIZATION: 112.8%	DATE PROJECT WAS COMPLETED: October 8,1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Irrigation 100	Planting 100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY: 1					
HOURS PER SHIFT: 4					

EQUIPMENT USED DURING THE WEEK:

1 pickup

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

		WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY					
MONDAY	8	Cloudy			
TUESDAY	9	Mostly Fair			
WEDNESDAY	10	Partly Cloudy			
THURSDAY	11	Cloudy			
FRIDAY	12	Showers			
SATURDAY					

RECEIVED
OCT 15 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Final inspections were made by Roy Olson, Salem Landscape, D.E. Swan, Metropolitan Assistant Engineer and Resident Engineer on Monday and Pat O'Neil, FHWA, and Resident Engineer on Thursday. Work is completed except for several thistle patches to be weeded before contract is complete.

Post semi final estimate submitted to Metro Office Oct. 12,1973.

This will be final weekly report.

Constr. (2) ✓
FHWA
Landscape
Div.
Files

SIGNED Vernon F. Butzer LOCATION
Vernon F. Butzer, Res. Eng'r Portland

RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP-F216

7915

STATE COPY

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Christiansen

10-11-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

cat

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-11-73	P. E. O'Neil, Asst Area Engineer	U-168(26)

IN COMPANY WITH
Vern Butner, Res Engr, OSHD.

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100%	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

OCT 23 1973
REGIONAL OFFICE

ROSS ISLAND BRIDGE-S. E. REEDWAY SECTION
PACIFIC HIGHWAY EAST
Roadside Improvement

The original plantings, installation of the automatic irrigation system, and incidental work were satisfactorily completed in accordance with the approved plans and specifications on December 28, 1972 which was within the specified completion date of December 31, 1972. The replacement plantings were completed on October 8, 1973. Acceptance of the project can be made as soon as some minor weeding is completed on the project. The replacement planting was to have been done in the spring according to the specifications; however, due to severe winter conditions the replacement plantings were not available thus the replacement plantings had to be deferred until the fall season.

Materials reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications.

The final report will be submitted upon receipt of the necessary supporting documents.

RECEIVED
OCT 25 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
OCT 24 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

NOTED
H. S. COULTER

10-26-73
OK Contr
OK

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7743

STATE COPY

5

MONTHLY TRANSACTION NUMBER 4-16	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 6	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Multnomah
MODIFICATION NUMBER 1	(PPM 21-7) 4-10-73	PROJECT NUMBER U-168(26)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 17, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 105,979	$ 112,271
Federal Funds	$ 67,360	$ 71,350
Other revisions		

This modification is made for the following reasons:

Increase in bid items and additional approved items.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 10th day of April, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Tourtellotte

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By V. V. Cusack
Acting (Division Engineer)
Vernon V. Cusack

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

April 5, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

FROM
L. H. Young
Office Engineer

SUBJECT Project No. U-168(26)
Ross Island Br.-S.E. Reedway St. Sec.

We are forwarding four copies each of a revised project agreement estimate and modification of project agreement for the subject project. Two copies of the modification of project agreement have been signed by a Highway official.

CL:bb

Oregon State Highway Division

Federal-aid Project
No. U-168(26)

ROSS ISLAND BR.-S.E. REEDWAY STREET SECTION

PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

Salem, Oregon, April 5, 1973

Revised Project Agreement Estimate.

Type Code Y003
Roadside Improvement (Sta. 467+50 to Sta. 557+80)

Temporary Protection and Direction of Traffic	All Required		$ 900.00
Furnishing and Placing Topsoil	200 cu.yd.	5.00	1,000.00
8-inch Culvert Pipe	35 lin.ft.	4.00	140.00
Concrete Inlets, Type P	2 only	250.00	500.00
4-inch Concrete Surfacing	300 sq.yd.	8.00	2,400.00
Concrete Curbs	100 lin.ft.	5.00	500.00
Furnishing and Planting Trees	135 only	23.00	3,105.00
Furnishing and Planting Shrubs	3,900 only	6.00	23,400.00
*Furnishing and Planting Vines	29,898 only	0.50	14,949.00
*Bark Mulch	268 unit	35.00	9,380.00
Irrigation System	All Required		38,850.00
			$ 95,124.00
Flagging (60% of Contractor's Cost)	All Required		$ 200.00
Temporary Erosion Control	All Required		100.00
Furnish Water Meters	All Required		1,250.00
Install Water Meters	All Required		2,350.00
Furnish Water	All Required		700.00
PA#3 Change Waterline & Electrical Conduit	Lump Sum		1,200.00
PA#4 Furnish and Place Topsoil	130 cu.yd.	5.00	650.00
EWO#3 Remove AC and PCC Pavement	All Required		490.82
			$ 6,940.82
	Subtotal		$102,064.82
	10% Engr. & Cont.		10,206.18
	Total		$112,271.00

*Changes in bid items.

Length of Project - - - 0.00 mile

Federal Funds - - -

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
5-78	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7)	Oregon
PROJECT REPORT NO. 3	5-11-72	COUNTY Multnomah
		PROJECT NO. U-168(26)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 99 E. Jct. Temporary Mt. Hood Hwy., S. 1.8 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-5-72	0.0
OTHER (Specify)		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 105,979	$ 67,360

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer MAY 17 1972

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 10, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Project No. U-168(26)**
Ross Island Br.-S.E. Roadway St. Sec.

We are forwarding four copies each of a project agreement estimate and project agreement for the subject project. Two copies of the project agreement have been signed by a highway official.

CL:js

Oregon State Highway Division

Federal-Aid
Project No. U-168(26)

ROSS ISLAND BR.-S.E. REEDWAY STREET SECTION

PACIFIC HIGHWAY EAST IN MULTNOMAH COUNTY

Salem, Oregon, May 10, 1972

Project Agreement Estimate.

Type Code Y003
Roadside Improvement (Sta. 467+50 to Sta. 557+80)

Temporary Protection and Direction of Traffic	All Required		$ 900.00
Furnishing and Placing Topsoil	200 cu.yd.	5.00	1,000.00
8-inch Culvert Pipe	35 lin.ft.	4.00	140.00
Concrete Inlets, Type P	2 only	250.00	500.00
4-inch Concrete Surfacing	300 sq.yd.	8.00	2,400.00
Concrete Curbs	100 lin.ft.	5.00	500.00
Furnishing and Planting Trees	135 only	23.00	3,105.00
Furnishing and Planting Shrubs	3,900 only	6.00	23,400.00
Furnishing and Planting Vines	25,100 only	0.50	12,550.00
Bark Mulch	240 unit	35.00	8,400.00
Irrigation System	All Required		38,850.00
			$ 91,745.00
Flagging (60% of Contractor's Cost)	All Required		$ 200.00
Temporary Erosion Control	All Required		100.00
Furnish Water Meters	All Required		1,250.00
Install Water Meters	All Required		2,350.00
Furnish Water	All Required		700.00
			$ 4,600.00
	Subtotal		$ 96,345.00
	10% Engr. & Cont.		9,634.00
	Total		$105,979.00

Length of project - - - - - 0.00 mile

Federal Funds - - - - - - - -	$ 67,360.00
State Funds - - - - - - - -	38,619.00
Total	$105,979.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7743

Prefix 26-1083

OREGON STATE HIGHWAY DIVISION

7743

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE February 1, 1973

TO G. L. Green, Division ~~Bridge Engineer~~
Federal Highway Administration
ORIGINAL SIGNED BY
R. D. ASBURRY

Federal-aid Project
No. U-168(26)

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7743 State Force Order No. 3

Project Ross Island Bridge - S.E. Roadway St.

Highway Pacific East

County Multnomah

This order covers the cost of furnishing electrical power for testing and operating the electrically controlled sprinkler system. Section 684.32 of the Standard Specifications provides that if electrical power is available on the project it will be provided at no cost to the contractor.

A copy of the Engineer's letter of explanation is attached.

The estimated cost of this work is $150.00 with Federal participation in the amount of $90.00.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer January 29, 1973.

Your approval as of January 29, 1973 is requested.

Attach.

BMW:dgk

RECEIVED JAN 9 1973 FOR FILING

1-9-73

STATE COPY

cc: OSHD (A E Johnson)
FOR Region
Wash DC
AE Christianson

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

cat

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

7243

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☐ Semi-FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
1/4/73	P. K. O'Neil, Assistant Area Engineer	U-163(26)

IN COMPANY WITH
*See below

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	100 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

JAN 17 1973

REGIONAL OFFICE

Ltr Correct 1-19-73

ROSS ISLAND BRIDGE-S. E. FREEWAY SECTION
PACIFIC HIGHWAY EAST
Roadside Improvement

The original plantings, installation of the automatic irrigation system, and incidental work were satisfactorily completed in accordance with the approved plans and specifications on December 30, 1972 which was within the specified completion date of December 31, 1972. Having accepted the original plantings the project will begin its establishment period which will end next fall.

There was an overrun in the amount of vines and mulch; however, the other plantings were close to quantity. It appears the overruns were caused by not taking the slopes into consideration when calculating the quantities.

Materials reports were reviewed as the project progressed and were found to be in substantial conformance with the specifications.

*In company with: C. O. Fredrickson, Asst Metro Engr, OSHD
Vern Butzer, Resident Engineer, OSHD
Roy Olson, Landscape Department, OSHD
D. L. Noyes, Highway Engineer, FHWA
Don Bosley, Cascadia Landscapers, Ind.
Fred Miesner, Cascadia Landscapers, Inc.

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
JAN 18 '73
REFER TO
FOR
Info | Instr | Rec | Dir | Sign | Act | File

cy to Young 1-18-73

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

cc: OSHD (A E Johnson)
Region
Wash DC
Engr Coord
Area Engr Christiansen

11-1-72

cat

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

(Check appropriate box) ☐ CONTROL ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	5	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
11/1/72	P. E. O'Neil, Asst Area Engineer	U-168(26)

IN COMPANY WITH
Vern Butzer, Res Engr, OSHD; D. Noyes, Highway Engineer Trainee, FHWA

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	73 %	57 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

To Const 11-16-72

COPY SENT
NOV 15 1972
REGIONAL OFFICE

ROSS ISLAND BRIDGE-S. E. FREEWAY SECTION
PACIFIC HIGHWAY EAST
Roadside Improvement

NOTED
A. E. JOHNSON

1. SCOPE

The purpose of this inspection was to review the contractor's construction procedures and the State's quality and quantity control methods.

2. FINDINGS

a. The contractor was planting according to good horticultural practices.

b. His cultivation boundaries were closer than desired to the outer row of plants in some instances and he also lacked the required plant identification as required by the specifications.

c. According to the City of Portland Bureau of Water Works the backflow preventers that we are installing are only required where the irrigation system is subject to contamination, fungicides, pesticides, or similar substances and/or cross connections with any other auxiliary water supply. Normally an approved double-check valve assembly is considered as completely adequate backflow protection on any irrigation system that is only subject to pollution, questionable or stagnant water that originated within the system. This applies to all 2-inch and larger services.

3. RECOMMENDATIONS

RECEIVED
STATE HWY ENGR
NOV 10 '72
FOR

The resident engineer assured me that he would have the beds corrected and the required plant identification placed on the plants.

Since the double-check valve assembly costs approximately 1/3 of the backflow preventers we are using, the State should investigate the use of the double-check valve assembly on future projects.

Price Agreement #5 is forthcoming to modify Section 684.33 of the special provisions to permit opencutting of the street pavement for the water pipe and electrical conduits. There will be no change in bid price. Approval of this price agreement is recommended.

11-16-72 Cat Noyes Ogren

Backup notes for this inspection are attached to the Division office copy.

FORM PR-338
(REV. 8-70)
PREVIOUS EDITIONS WILL BE USED

RECEIVED
AUG 11 1972
FOR FILING

7743

August 10, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. U-168(26)

FROM George H. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By R. D. ASBURRY

L. H. Young
Programming Engineer

SUBJECT Request Change Order Approval

Contract 7743 Extra Work Order No. 3

Project Ross Island Br.-S.E. Roadway St.

Highway Pacific East

County Multnomah

In preparing planting beds A.C. and P.C.C. surfacings have been encountered that must be removed. The work under this order will include the removal of P.C.C. sidewalks and asphalt paving strips left from building removal and a concrete island left in place after the removal of a service station.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer May 11, 1972.

Your approval as of May 11, 1972 is requested.

Attachments

HHW:js

STATE COPY

7743

SHD (Johnson) • Area Engr Christianson
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

INITIAL INSPECTION REPORT

(Check appropriate box) ☐ Contact ☒ Project Stage EEO • ☐ Statewide Inspection-in-Depth

No.	Report No.	County	Division
10	1	Multnomah	Oregon
Date of Inspection	**Inspection Made By**		**Project No.**
7-11-72	P. E. O'Neil, Asst Area Engineer		U-168(26)

In Company With
Vern Butzer, Res Engr, OSHD

Location
Oregon 99E Junction of temporary Mt. Hood Highway south 1.8 miles.

Contractor Name and Address
Cascadian Landscapers, Portland OR

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
5-4-72	$96,345.00	Spc Compl date of 12-31-72	6-13-72	6-13-72
Quality of Work	**Progress of Work**	**Time Elapsed**	**Work Completed**	
Satisfactory	Satisfactory	27%	1/2 of 1%	

Roadbed (Width) NA (Feet 0. to 0. of shoulders)

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Landscaping	Y003	1.8			

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)

8-7-72
Al de Young

COPY SENT

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)

AUG 03 1972
REGIONAL OFFICE

ROSS ISLAND BRIDGE-S.E. REEDWAY STREET SECTION
PACIFIC HIGHWAY EAST

This project provides for intermittent roadside improvement work throughout the length of the section and consists of furnishing and placing topsoil, furnishing and planting trees, shrubs and ground cover of vines and installation of an automatic irrigation system.

The contractor has just started his construction operations. He is presently stripping sod from the Ross Island Bridge Interchange and excavating for his irrigation trenches. He has also sprayed herbicide through the project in the landscaped areas to kill the grass and weeds.

Extra Work Order No. 3 and its supplement are forthcoming to cover the cost of removal of AC and PCC sidewalk strips that were located in the landscaped areas. The amount of the EWO and the supplement is $1000. Approval of the supplement and EWO are recommended.

The contractor has his EEO posters posted; however, he did lack his policy statement and EEO officer designation. The Resident Engineer assured me that he would contact the contractor and have this deficiency corrected.

(more)

The State has eliminated approximately four sprinkler heads and some plantings in the vicinity of Sta 493 due to a truck parking lot adjacent to this area. The trucks are presently backing into the area that will be our planting bed. Without placing a barrier in this area, the trucks would destroy part of our planting.

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

RECEIVED 4-11-72

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
U-168(26)

STATE PROJECT NO.
ROSS ISLAND BRIDGE - REEDWAY ST. SECTION

FOR FILING

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
U-163

COUNTY NAME
MULTNOMAH

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:
7743

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

4-13-72

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
APRIL 5, 1972	APRIL 5, 1972	PRIMARY ROUTE #26
		STATE ROUTE NUMBER: PACIFIC HIGHWAY EAST ROUTE 1E

GENERAL LOCATION:
CITY OF PORTLAND

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRANCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $200.00, TEMPORARY EROSION CONTROL IN AMOUNT OF $100.00 AND FURNISH AND INSTALL WATER METERS IN AMOUNT OF $3,600.00 AND WATER IN AMOUNT OF $700.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify)
CONTRACTOR'S FLAGGING $200.00
TEMPORARY EROSION CONTROL $100.00
FURNISH & INSTALL WATER METERS $3,600.00
WATER $700.00

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS
[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

MR. YOUNG'S APRIL 3, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 " FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECIFICATIONS.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-11-72		DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED

FOR FILING

7743

DATE March 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
April 27 Bid Letting

Bids will be taken April 27, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. S. E. Foster Road-S. E. Causey Avenue Section, East Portland Freeway, Multnomah and Clackamas Counties
Grade and Structures Project

   Sidewalks are being provided on overcrossing structures and various locations throughout the length of the project.

2. N. Columbia Boulevard-Marquam Bridge Section, Pacific Highway, Multnomah County
Sign, Illumination and Safety Project

   No footpaths or bicycle trails are incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Arlington and Lime Sections, Columbia River and Old Oregon Trail Highways, Gilliam and Baker Counties
Pneumatic Applied Mortar Project

   Same as Number 2.

4. La Grande Section, Old Oregon Trail Highway, Union County
Roadside Improvement Project

Same as Number 2.

5. Ross Island Bridge-Roadway Street Section, Pacific Highway East, Multnomah County Roadside Improvement Project

Same as Number 2.

6. Rickreall-Independence Junction Section, Willamina-Salem Highway, Polk County
Grade, Pave, Structure and Sign Project

Sidewalks are being provided on this project.

7. Sodaville Road-Vail Creek Section, Santiam Highway, Linn County
Grade and Pave Project

Sidewalks are being provided on this project.

8. 5th Street-Oak Street (Phoenix) Section, Rogue Valley Highway, Jackson County
Grade and Pave (Co-op.) Project

Sidewalks are being provided on this project.

9. S. E. 17th Street and Powell Boulevard Section, Mt. Hood Highway, Multnomah County
Grade, Pave and Structure Project

Sidewalks are being provided on this project. Previously on January 11 meeting agenda.

10. Gales Creek Road at "E" Street and Pacific Avenue at "B" Street (Forest Grove) Section, Washington County
Grade, Pave, Signals and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicated an absence of any need for such paths and trails."

11. Newmark Street-South City Limits (North Bend) Section, Broadway Street, Coos County
Grade and Pave Project

Same as Number 10.

12. Columbia River Highway-Old Portland Road Section, FAS 574 (Gable Road), Columbia County
Grade, Pave and Signal Project

Paths and trails will not be established under this project inasmuch as the cost of establishing such paths or trails would be excessively disproportionate to the need and use. Location/design approval for the project was given November 3, 1969. Subsequently, right-of-way and design criteria was established in 1970, which was before the effective date of ORS Chapter 376 as adopted by the 1971 legislature. Columbia County has already acquired the necessary right-of-way for the project based on a roadway consisting of two 12-foot travel lanes and 8-foot paved shoulders. To revise the roadway at this time and require the County to return to the property owners for additional right-of-way to accommodate a footpath or bicycle trail would cause unwarranted expense to the County.

13. Thompson Falls (MP 12.4) Slide Section, FAS 608, Lewis & Clark Road, Clatsop County
Slide Correction Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

14. Little Nestucca River (Meader) Bridge Section, Little Nestucca Highway, Tillamook County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

15. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Provides a bike route along the Willamette River. Previously on February 22 meeting agenda.

16. Columbia River (Astoria) Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

17. Youngs Bay Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

18. Charleston (South Slough) Bridge, Cape Arago Highway, Coos County
Painting Project

Same as Number 13.

19. Cascade Highway at Otty Road Section, Clackamas County
Traffic Signal Project

Same as Number 13.

20. Pacific Highway West at Villa Road (Newberg) Section, Pacific Highway West, Yamhill County
Traffic Signal Project

Same as Number 13. Previously on February 22 meeting agenda.

21. Mary S. Young State Park, Clackamas County
Grade, Pave and Building Project

Footpaths will be established within the park..

22. Cedar Hills Boulevard Interchange, Sunset Highway, Washington County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

23. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
Roadside Improvement Project

Same as Number 22.

These matters will be on the agenda for the April 6 meeting and your approval is requested.

JDM:jp ia

bc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
Victor D. Wolfe
Gary Sund
Gary Ross

TRANSACTION NUMBER 3-39

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-13-72

BY (Signature): MR. YOUNG'S MARCH 6, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☒ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 163 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	LOCATION	WORK
163	U-168(26)	0.0	116,600	74,000	ROSS ISLAND BRIDGE - SE REEDWAY SECTION	LANDSCAPING

OTHER IDENTIFICATION AND/OR REMARKS (State)

3-17-72

REMARKS (Division)

FOR FILING

1743

RECOMMENDED

DATE

SIGNATURE AND TITLE

APPROVED

DATE: 3-13-72

SIGNATURE AND TITLE: R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

DEPARTMENT OF TRANSPORTATION
MAR 17 1972
3-13-72

RECEIVED
MAR 7 - 1972
FOR FILING

7743

March 6, 1972

Mr. R. H. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Sir:

We are submitting program data for one Federal-aid Urban Project, Item No. 163, Project No. U-168(26), "Ross Island Bridge - S.E. Roadway Street Section", which we desire to have included in the Federal-aid Urban Highway Program.

It is our intention to receive bids for this project on April 27, 1972.

The work under this project is one of the steps toward accomplishing the construction of the highway facility, based on the fact that it is the scenic enhancement portion of the work necessary to complete this section of roadway and as such was included in the overall design concept of Project U-168(24), which received design approval March 10, 1969. Therefore, the requirements of IM 50-1-70 and PPM 20-8 were complied with under said Project U-168(24).

An environmental statement is not required under the provisions of PPM 90-1, as design approval was given prior to January 1, 1970.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

L. H. Young
Programing Engineer

Enclosures

JG:alc

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID (PF

3-6-72

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
ADT	40,000	62,000	92	10	Oregon	35	032	163

PROJECT NUMBER: PREFIX LETTER(S) U- | NUMBER 168 | SEQ. NO. (26)

T. Projects Only: POST MI. | DESIG.

DA CLASSIF. | DA AREA | EMERG. YR. | PL. AUTH YR

COUNTY NAME: Multnomah | CODE 051

ROUTE NO. P | FEDERAL-AID 26 | STATE IE | U.S. 99E

PROGRAM STAGE: [ ] 1 OR [X] 2

ESTIMATED PROJECT COST BY PHASES				CHARACTER OF PROPOSED WORK (Full description)
	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	
					Landscaping consisting of furnishing and placing topsoil, furnishing and planting trees, shrubs, vines, installation of irrigation systems and incident work common to this type of project.
					ROW -120' min.; Access Control -partial; Parking Restrictions - complete.
00	116,600	74,000	42,600		
.00	116,600	74,000	42,600		

REMARKS: Additional Data: Items 156, 159 & 160; Projects U-168(23), (24) & (25) respectively.

-OVER-

USCOMM DUSCOMM-DC 48908-P61

ROSS ISLAND BRIDGE - S. E. REEDWAY STREET SECTION

Remarks--continued

Information for PR 37-B: R/W-1, R/W-F; Sanitary Facilities-N.

Project Data: This project is for intermittent work throughout the length of the section and consists of furnishing and placing topsoil, furnishing and planting trees, shrubs and ground cover of vines, installation of automatic irrigation systems, and incidental work (e.g., portland cement conc. surfacing strip under existing guard rail, minor drainage structures, sections of curb, mulching, etc.) common to this type of project.

Clearinghouse Reviews, Public Hearings and Design Approvals: The work under this project is one of the steps toward accomplishing the construction of the highway facility, based on the fact that it is the scenic enhancement portion of the work necessary to complete this section of roadway and as such was included in the overall design concept of Project U-168(24), which received design approval March 10, 1969. Therefore, the requirements of IM 50-1-70 and PPM 20-8 were complied with under said Project U-168(24).

Environmental Statement: Not required under the provisions of PPM 90-1, as design approval was given prior to January 1, 1970.

RECEIVED
DEC 20 1971
FOR FILING

1743

December 17, 1971

Oregon State Highway Commission

Gentlemen:

Finance approval is requested for the following landscape projects:

Ross Island Bridge-Reedway Street Section
Pacific Highway East, Multnomah County
FAU (12) $112,000

Bids will be advertised for April 27, 1972 letting

Esplanade Street-Fort Klamath Road Section
Klamath Falls-Malin Highway, Klamath County
FAS (12) $18,000

Bids will be advertised for May 25, 1972 letting

This matter will be on the agenda for the January 11 meeting, and your approval is recommended.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
A. E. Johnson
F. B. Klaboe
Gary L. Sund
L. H. Young
V. E. Skoog
F. L. Hall
L. W. Rulien
J. F. Putnam
REO:vmt fn

7744 "A" Line-"B" Line (Sylvan Interch.) Sec., of Sunset Hwy., W. of Ptld. (Traffic signals) 1972

C+A 44192 5/5/72

7744

July 16, 1973

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen:

Contract No. 7744 awarded to W. R. Grasle Company for traffic signal installation on the A Line-B Line (Sylvan Interchange) Section of the Sunset Highway in Washington County was completed on January 5, 1973, and accepted by the Transportation Commission on July 11, 1973.

Final payment in the amount of $1,403.31 will be released to the contractor after July 21, 1973. The total contract amount is $28,448.80 including $382.41 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

hs

cc W. R. Grasle Company
437 N. W. 16th Avenue
Portland, Oregon 97209

bc C. T. Kenney
Walt Hart
V. E. Shoog
Attn: Dick Hacek
L. W. Rulien

7744 -

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 11, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7744. Work Completed January 5, 1973

Project "A" Line - "B" Line (Sylvan Interchange)

Highway Sunset, County Multnomah

Type of Work Traffic Signal Installation

Contractor W. R. Grasle Co.

Recommended Acceptance Date July 11, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 14, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7744

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: "A" Line-"B" Line	SECTION: "A" Line-"B" Line (Sylvan Interchange)	WEEK ENDING: June 16, 1973
		SECTION PREFIX: 26-1197
	HIGHWAY: Sunset	COUNTY: Multnomah
CONTRACTOR: W.R. Grasle Co.	KIND OF WORK: Traffic Signal Installation	
DATE OF CONTRACT: May 18, 1972	CONTRACT NUMBER: 7744	FEDERAL AID PROJECT NUMBER: STATE
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	DATE WORK STARTED: August 7, 1972	ESTIMATED COMPLETION DATE:
MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 220	CALENDAR DAYS USED 220
PROJECT AUTHORIZATION: $ 32,687.46	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 100%
EXCLUSIVE OF ENGINEERING: $ 29,832.66	ENGINEERING AUTHORIZATION $ 2,854.80	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 29,832.66	ENGINEERING COST TO DATE $ 3,553.63	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100%
ESTIMATED PERCENT: OVERRUN / UNDERRUN: 0 %	PERCENT OF AUTHORIZATION 124.5%	DATE PROJECT WAS COMPLETED: January 5, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED							
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)							
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER Cold,	DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY June 10	~~Fair~~ Fair	0		
MONDAY 11	Fair	0		
TUESDAY 12	Showers	0		
WEDNESDAY 13	Overcast	0		
THURSDAY 14	Showers	0		
FRIDAY 15	Overcast	0		
SATURDAY 16		0		

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

June SUNDAY 10	No adtivity all of this week.
11 MONDAY	
12 TUESDAY	
13 WEDNESDAY	
14 THURSDAY	
15 FRIDAY	
16 SATURDAY	

REMARKS

STATUS: Project complete.
Semi-Final complete.

THIS IS THE FINAL REPORT.

cc: Construction 2
Traffic
Region
file

SIGNED Howard R. Harris LOCATION Tigard
Howard R. Harris
By J. L. Richardson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

FORM E-30X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7744 Region 1 - Milwaukie

DATE June 4, 1973

TO MEMO TO THE FILE

FROM L. W. RULIEN
Regional Engineer

NOTED
H. S. COULTER

SUBJECT "A" Line - "B" Line (Sylvan Interchange Signals)
Sunset Highway
Multnomah County
Contract 7744

The subject project calls for the installation of a traffic signal immediately to the north and to the south of the structure which carries Scholls Ferry Road over the Sunset Highway. The project has been working fairly well with the signal on the north side activated. However, Thursday afternoon, May 31, the signal on the south end of the structure was activated and an extreme congestion problem confronted us on Friday morning. With the traffic volumes being experienced, we were unable to clear out the northerly-bound Scholls Highway traffic so that traffic on the eastbound off ramp from the Sunset Highway could get onto Scholls. The consequence was that this ramp traffic backed up onto the Sunset Highway. I directed Mr. Harris to deactivate this signal while we regrouped and studied the situation.

LWR/cr
cc H. S. Coulter
C. T. Keasey
L. E. George
Howard Harris
H. E. Woodward
Ron Failmezger

RECEIVED
JAN 22 1973
MAJOR PLANS

7744

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

RECEIVED
STATE HWY ENGR
JAN 22 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE January 22, 1973

TO Mr. L. W. Rulien
Regional Engineer

FROM R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT "A" Line-"B" Line (Sylvan Intch.)
Traffic Signals
Sunset Highway
Contract 7744
Program timer

NOTED
A. E. JOHNSON

The attached letter from the Traffic Section indicates the need for changing the timer for the subject traffic signals.

Please have a price agreement prepared to cover this work and submit it for approval.

RWE:dh
Attachment

cc A. E. Johnson
L. E. George
Howard Harris

FORM E-90 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

Date: January 18, 1973

SUBJECT:

To: Walt Hart
Bridge Engineer
B U I L D I N G

From: L. E. George
Traffic Engineer

Subject: Traffic Signal Installation
A Line-B Line (Sylvan) Int. Ch. Sec.
Sunset Highway
Contract No. 7744

On January 17, 1973, the timing and operation of the signals on above mentioned project were checked out for sequence. It was noted at this time that there was only one time clock installed for, the remote "Flash" operation.

The specifications did not cover the furnishing of additional timers for changing the dials for AM and PM operations.

Would you please initiate a price agreement with the contractor for the furnishing and wiring of a three-function program-timer in place of the single timer now installed. It is estimated that this change would be less than $300.00.

WRZ;du

NOTED
R. W. ELLISON

RECEIVED
JAN 19 1973
BRIDGE DIVISION

RECEIVED
JUN 30 1972
FOR FILING

MISC. CONTRACTS and
AGREEMENTS No. 4492

7744

May 5, 1972

Board of County Commissioners
Multnomah County
Courthouse
Portland, Oregon 97204

Attention: Dorothy Decker
Clerk of Board

AGENDA
MAY 16 1972
5-4

Gentlemen:

Attached for your files is a fully executed copy of an agreement covering installation of traffic signals at the Sylvan Interchange on the Sunset Highway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fhn
Att.

cc Robert Schroeder
L. E. George

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 28, 1972

5-5-72
From please distribute today 76
send cy to Schroeder

TO Oregon State Highway Commission

FROM ORIGINAL SIGNED TOM EDWARDS
Tom Edwards
State Highway Engineer

SUBJECT **Sylvan Interchange, Sunset Highway**
Agreement with Multnomah County

4-4-72
4f

At the meeting on April 4, an improvement project at the Sylvan Interchange on the Sunset Highway was approved. This improvement consists of structure widening and the installation of traffic signals at the two ramp terminal intersections.

An agreement has been executed by Multnomah County in regard to the traffic installation. The total estimated cost of the signals is $36,000, to be shared 62 1/2 percent by the State and 37 1/2 percent by the County. The State will care for future maintenance and the County will care for power bills.

Your approval of the agreement and authorization for the Secretary to sign is recommended. This matter will be on the agenda for the May 16 meeting.

confirmed verbal ok by Jackson 5-5-72

VPJ:lp cg

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
L. E. George
H. S Cox
L. W. Rulien
L. H. Young
Gary Ross
Gary Sund

NOTED
FLOYD QUERY

COUNTY COMMISSIONERS
M. JAMES GLEASON, Chairman
L. W. AYLSWORTH
BEN PADROW
DONALD E. CLARK
MEL GORDON

Multnomah County Oregon

BOARD OF COUNTY COMMISSIONERS

ROOM 605, COUNTY COURT HOUSE ■ PORTLAND, OREGON ■ 97204

April 14, 1972

Oregon State Highway Division
Highway Building
Salem, Oregon 97310
Attention: Mr. R. L. Schroeder,
Asst. State Highway Engineer

Dear Sirs:

We are transmitting herewith copy of Order of the Board of County Commissioners, dated April 13, 1972, in the matter of the execution of an Agreement with the State of Oregon, by and through its State Highway Commission, for the signalization of the Sylvan Interchange on the Sunset Highway in Multnomah County, Oregon.

We are also transmitting herewith Agreement in duplicate which has been executed on behalf of Multnomah County. Kindly return one fully executed copy of same to this office - attention Clerk of the Board.

Yours very truly,

BOARD OF COUNTY COMMISSIONERS

By Dorothy Becker
Clerk of Board

ja
Encs - 3

RECEIVED
APR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TRAFFIC CONTROL
ENGINEER

101
1224

BEFORE THE BOARD OF COUNTY COMMISSIONERS

FOR MULTNOMAH COUNTY, OREGON

In the Matter of the Execution of an Agreement with the STATE OF OREGON, by and through its STATE HIGHWAY COMMISSION, for the Signalization of the Sylvan Interchange on the Sunset Highway in Multnomah County, Oregon.	)	O R D E R

The above-entitled matter is before the Board to consider the execution of an agreement with the STATE OF OREGON by and through its STATE HIGHWAY COMMISSION, providing for the signalization of the intersections of the Sylvan Interchange on Sunset Highway, Multnomah County, Oregon; and

It appearing to the Board that Multnomah County would be required to pay 37.5% of the cost of the traffic signals portion of the project at said intersections directly affected by county roads and the County's share is 37.5% which is estimated to be $13,500; that said signalization at said intersections is necessary and that the terms and conditions of said agreement are in the best interests of Multnomah County, and the Board being fully advised in the premises, it is therefore hereby

ORDERED that Multnomah County enter into an agreement with the State of Oregon, by and through its State Highway Commission, for the signalization of the Sylvan Interchange on Sunset Highway, Multnomah County, Oregon; and it is

FURTHER ORDERED that Multnomah County will provide for advance deposit of monies to cover their share of the cost involved, in accordance with the terms and conditions set forth in said agreement; and it is

FURTHER ORDERED that the Chairman of the Board of County Commissioners for Multnomah County be and hereby is authorized and directed to execute said agreement on behalf of Multnomah County, as tendered to the Board.

April 13, 1972

BOARD OF COUNTY COMMISSIONERS
MULTNOMAH COUNTY, OREGON

By M. JAMES GLEASON
Chairman

(SEAL)

APPROVED AS TO FORM:

DESMOND D. CONNALL
District Attorney for
Multnomah County, Oregon

By HOWARD BERGMAN
Deputy District Attorney

RECEIVED
MAY 3 - 1972
FOR FILING

7744

May 2, 1972

Mr. Robert Nordlander
Department of Public Works
2115 SE Morrison
Portland, Oregon 97204

Dear Mr. Nordlander:

On April 26 bids were opened for the installation of traffic signals at the ramp terminal intersection at the Sylvan Interchange west of Portland. The data concerning the bid is tabulated below:

Low Bid	$27,748
Flagging & Special Striping	800
Subtotal	$28,548
Engineering & Contingencies (14 1/2 percent)	$ 4,139
Total Estimated Cost	$32,687
County Share (37 1/2 percent)	$12,257

If you will submit the county's check in the amount of $12,260, we will proceed to award the contract. It is necessary that the contract be awarded within 30 calendar days of the bid opening.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

VPJ:sv
bcc: Tom Edwards
F. B. Klaboe
L. E. George
L. W. Rullen

RECEIVED

FOR FILING
FORM 8.30 (REV. 10-69)

7744

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
March 8, 1972

SUBJECT: Proposed Traffic Signal Installation
Sunset Highway, Silvan Interchange

To: Files

As instructed by Mr. Schroeder, I have contacted Mr. Bob Nordlander of Multnomah County concerning the possibility of the County participating in the cost of the installation of the above traffic signals.

Mr. Nordlander indicated that he felt that the County should participate in this installation, but that it would be necessary for him to check his budget and available funds. He promised to do this and to call with a final answer within a couple of days.

V. P. Johnson
Traffic Control Engineer

VPJ:sv

CC: R. L. Schroeder

REC
MAR 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

NOTED
E. S. HUNTER

3-9-72
Copies to
Carl
Young

RECEIVED
MAR 2 - 1972
FOR FILING

7744

DATE March 2, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Traffic Signal Project**
Sylvan Interchange, Sunset Highway

Traffic volumes have increased at the Sylvan Interchange on the Sunset Highway to the point that considerable congestion exists. To alleviate this situation, it is proposed to widen the crossroad structure to four lanes and to install traffic signals at the ramp terminal intersections.

The structure widening is estimated to cost $174,000 and the traffic signals $36,000, for a total estimated cost of $210,000. It is proposed to finance this project with State Construction Funds. Your approval of the project is recommended.

This matter will be on the agenda for the April 4 meeting.

VPJ:pb ia

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
R. L. Schroeder
E. S. Hunter
L. E. George
H. S. Cox
V. E. Skoog
L. W. Rulien

7745 Little Nestucca R. (Meader) Br. 1972
Sec., of Little Nestucca Hwy., W.
of Grand Ronde. (Structure)

7745

November 29, 1973

General Insurance Co. of America
Portland Service Office
1900 S.W. First Avenue
Portland, Oregon 97201

Gentlemen:

A third post-final payment for $900 will be made to Hartman-Nelsen on Contract No. 7745 for structure on the Little Nestucca River (Header) Bridge on the Little Nestucca Highway in Tillamook County as soon as the warrant is prepared.

The total amount paid on this contract will be $147,815.08 including the third post-final payment. Of the total, $31.92 is for force account.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

cd

cc Hartman-Nelsen
P.O. Box 520
Canby, Oregon 97013

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Nacek
C. O. Fredrickson

NOTED ON CARD
11-29-73 LD.

7745

July 25, 1973

General Insurance Co. of America
Portland Service Office
1500 S. W. First Avenue
Portland, Oregon 97201

Gentlemen:

A post-final payment for $535.00 will be made to Hartman-Nelson on Contract No. 7745 for work on the Little Nestucca River (Header) Bridge downtm of the Little Nestucca Highway in Tillamook County as soon as the warrant is prepared.

The total account paid on this contract will be $146,915.08 including the post-final payment. Of the total, $31.92 is for force account.

Very truly yours,

C. W. Reed, Manager
ADMINISTRATIVE SERVICES

td
cc Hartman-Nelson
P. O. Box 520
Canby, Oregon 97013
bc C. T. Keaney
Walt Hart
V. E. Skoog
Attn: Dick Hacok
C. O Fredrickson

7745

March 15, 1973

General Insurance Co. of America
Portland Service Office
1300 S. W. First
Portland, Oregon 97201

Gentlemen:

A post-final payment for $900 will be made to Workman-Nelson on Contract No. 7745 for the Little Nestucca River (Meader) Bridge on the Little Nestucca Highway in Tillamook County as soon as the warrant is prepared.

The total amount paid on this contract will be $144,380.08 including the post-final payment. Of the total, $31.92 is for force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

kn

cc Workman-Nelson
P. O. Box 520
Canby, Oregon 97013

bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: Dick Hacek
C. O. Fredrickson

7745

March 7, 1973

Workman - Nelson
P. O. Box 520
Canby, Oregon 97013

Gentlemen:

The State Highway Division has considered your request for an additional 23 days to complete Contract No. 7745 for work on the Little Nestucca River (Meader) Bridge on the Little Nestucca Highway in Tillamook County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, the State Highway Division has granted you a nine-day extension of time without assessment of liquidated damages. This includes the seven days you requested on beam painting and the two days requested at completion of the project awaiting final inspection.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Region Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: A. E. Johnson
H. S. Coulter
C. W. Head
C. T. Keasey
W. J. Hart
L. H. Young
V. E. Skoog
C. O. Fredrickson
C. W. Elroy
V. L. Gallagher

JD/JAB:fw dpy

OREGON STATE
HIGHWAY DIVISION

7745

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE March 7, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Extension of Time**
Little Nestucca River (Meader) Bridge
Little Nestucca Highway
Contract No. 7745

Workman-Nelson, contractor for the construction of the subject project in Tillamook County, has requested an additional 23 calendar days to complete the contract work without assessment of liquidated damages. The contractor has cited various delays as his reason for failure to complete the work in the time allotted.

The contract was awarded May 4, 1972, with a 150-calendar day count to begin May 20, projecting a completion date of October 16, 1972. Actual completion date is shown as November 22, 1972, with 187 calendar days charted, which is an overrun of 37 days.

The contractor has requested that 10 days be allowed him for delay in commencing the work due to the failure of the State to erect temporary barricades at the ends of his work area as shown on the plans. A review of the job records shows that the barricades were in place May 30, 1972, and although the contractor states that he began work on May 30, the job records show that no work was performed by the contractor until June 30, 1972. He started moving on June 28, when 26 percent of the time allowed had elapsed. Since the erection of the temporary barricades did not, in fact, delay commencement of the contractor's work, no time is allowed for this reason.

The contractor has requested an allowance of four days for delays caused by failure of the State to provide deck grades within a reasonable time. The Resident Engineer of the project has stated that deck grades were provided the contractor as requested, and that only

minor delays were incurred, these caused by the contractor's failure to provide safe access to various points on the beams where grades were needed. Since no undue delay in providing deck grades can be determined, no additional time can be allowed for this reason.

The contractor has requested that seven days be allowed due to delays in painting the structure due to sweating of the concrete beams which caused running and streaking in the paint. The Resident Engineer has indicated that although a Stop Work Order was not written, he verbally requested that the contractor delay painting until the sweating stopped to obtain a better final finish on the structure. Since painting concrete surfaces was a major portion of the work remaining to be completed at that time and the Resident Engineer's request resulted in a more satisfactory finish on the structure, seven days are allowed for this delay.

All work on the structure was completed by the contractor on November 20 and final inspection of the project was made November 22, 1972. Two calendar days were counted for November 21 and 22, after all work was completed which should not be charged. Two days are allowed the contractor for this reason.

On the basis of the above delays, I have granted the contractor a nine-day extension of contract time without assessment of liquidated dumages. Liquidated damages will be assessed for the remaining 28 days at $100 per day, for a total of $2,800. This was a State project.

This matter will be on the agenda for your concurrence at the April 17 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher
V. E. Skoog
Gary Ross
Gary Sund

JD/JAB:fw dpy

E-230 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date 14 December, 19 72

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 150 days to 173 days, within which to complete our Contract No. ~~7577~~ 7745, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

see attached sheets

Respectfully submitted,

~~Harold Workman~~
Workman/ Nelson
Contractor
By Harold Workman

CONSENT OF SURETY

Date December 20, 1972

We, General Insurance Company of America

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Carol A. McAllister
Attorney-in-fact
Carol A. McAllister (SEAL)

Fred. S. James & Co.
Resident Agent
Dave A Lewis

BRIDGE DIVISION
FEB 8 1973
RECEIVED

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7745 Contractor WORKMAN - NELSON

Highway LITTLE NESTUCCA

Section LITTLE NESTUCCA RIVER (NEADER) BRIDGE

Kind of Work STRUCTURE

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Grant 7 days for delay in prestressed beam painting and the last 2 days counted prior to final inspection.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7745
Project designation	STATE (State-Federal)
Date awarded	4 MAY 1972
Work started	30 JUN 1972
Per cent completed	100% 22 NOV 1972
No. of Workdays Allowed	150
No. of Workdays Used	187
No. of Added Workdays Requested	23

SP*0206-734

The plans call for temporary barricade on sheet 3 as work to be "done by others" This work was completed after May 29. Section 107.27 (temporary protection and direction of traffic) states that those items called out on the plans and specs are a minimum. It is therefore requested that 10 calender days be allowed as per section 108.09 (b) as the barricades were necessary for safe construction. May it also be noted that the state personnel were unaware of this item in the plans and it required the contractor to request at the preconstruction conference on May 25th that this barricade be placed prior to commencement of work. The contractor moved equipment onto the job on May 28th and 29th, and work started May 30th.

Delays were suffered during construction of the bridge deck because the state failed to provide grades in a reasonable time. Beams were erected September 12th and 13th. On september 14th overhang brackets were placed on the south side of the bridge and were ready for grades by the 15th. It was not untill September 20th that the grades were ready with which to grade the overhang brackets thereby allowing us to deck the overhang and use it for safe access to the work areas where deck forming and diaphram construction was underway.

By September 22nd we started decking the 3rd span. Grades provided by the state to set the decking between beams were just straight line grades with no allowances for camber. We decked two-thirds of the bridge using the straight line grades before corrected grades with camber were provided. It was then necessary for us to regrade spans 3 and 2. On September 27th we regraded span 3 and in some places the original grades were off by 2 inches

We requested from the state inspectors prior to the arrival of the beams that the grades be provided as soon as possible or we would be

slowed in our decking operation. After we had erected beams the request was made daily for grades but there was apparently some problem with the state in deciding the correct amount of camber to include in the grades.

We feel that receiving correct overhang grades 7 days after final beam erection and correct deck grades 13 days after final beam erection constituted a delay of 4 days to us in addition to the cost of regrading some of the decking and not having good access provided by the decked oberhang to our work areas. In accordance with section 108.09 (b) we request 4 calender days be allowed.

We started painting the prestressed beams on November 1st. We were going to continue painting on the 2nd but after painting a section it was found the beams were sweating so much that the sweat was starting to wash the paint off of the beams. After talking with the resident engineer about the problem he said that we should not paint any more untill the sweating stops.

It was not untill November 8th that the sweating of the beams had subsided sufficently to allow the paint to dry. Although guardrail was installed during the period when the beams were sweating, the critical operation to finish the job, painting, could not be done. As it is not normal for prestressed beams to sweat this amount we feel we should be allowed 7 calender days.

Final clean-up was completed the morning of November 20th. The construction signs were left in place on the job untill the state had completed their final inspection which was requested for the 21st.

The final inspection was made on the 22nd at the convenience of the state. At that time it was found a paint bucket was left and several snapties were left sticking out. These items were taken care of in 10 minutes and as soon as the state said they were satisfied with the job we removed the construction warning signs. It is there fore felt that the last 2 calender days charged to us while we waited for the inspection should not be made.

FORM E-30 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 1, 1973

SUBJECT: Little Nestucca River (Meader) Bridge
Contract No. 7745
Request for Time Extension

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

	Info	FOR	REFER TO	MAR 5 '73	RECEIVED STATE HWY ENGR
	Invest				
	R/D				
	D/R				
	Sign				
	Act				
	File				

Workman-Nelson has requested a 23-day time extension citing four reasons. These are described in more detail in our file attached. The Resident Engineer recommends no extension, the Region office recommends 15 days, but 13 of this is for three holiday periods when no stop work order was issued. On the first of these holiday weekends, Memorial Day, the contractor was not even mobilized on the job. On the 4th of July weekend, he did in fact work on Monday, July 3, and for the Labor Day weekend, the contractor did not work, but the nature of the project is such that he would not have interfered with traffic anyway. I don't believe these blanket hindsight holiday time exclusions are proper. Each job should be considered on its own merits.

The contract covered only construction of a new bridge on new alignment just upstream from an existing structure. The two short sections of roadway work to connect to the new bridge were done by State forces late in 1972 after the bridge was completed. The job is quite "clean" as far as changes.

I concur with the Region's recommendations on three of the reasons offered by the contractor. This rejects any time extension for State delay in placing temporary barricades on each end of the short grading sections and also rejects the reason based on alleged delay in providing certain grade information for the structure work. We would concur in the contractor's request for 7 days delay in painting sweating prestressed beams. This was in early November as the project was nearing completion. This reason is not clearly valid, but we are inclined to give the contractor the benefit of the doubt and interpret that there was an implied stop work order. We should also give back the last two days counted as the project was complete and we were only awaiting the final inspection. A 9-day extension leaves 28 days and $2,800 in effect.

Rough draft letters to the contractor and the Commission on the above basis are attached. This was a State project.

RECEIVED
MAR 2 1973
Office of
Assistant State Highway Engineer

JAB:fw
Enc.
cc V. L. Gallagher

7745

February 14, 1973

General Insurance Co. of America
1500 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On February 8, 1973, we wrote to you concerning release of final payment on Contract No. 7745 awarded to Morhman-Nelson for the Little Nestucca River (Bender) Bridge Section of the Little Nestucca Highway in Tillamook County.

Final payment on this contract is $6,708.41 and the total contract amount is $145,480.00 including $31.92 for work performed under force account.

Very truly yours,

C. H. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fm

cc Mormann-Nelson
P. O. Box 520
Canby, Oregon 97013

C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Enock
C. O. Fredricksen

7745

February 6, 1973

TO Oregon State Highway Commission

FROM P. B. Kiebee
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7745 Work Completed November 22, 1972

Project Little Nestucca River (Hawker) Bridge

Highway Little Nestucca County Tillamook

Type of Work Structure

Contractor Workman - Nelsen

Recommended Acceptance Date February 2, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on March 6, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7745

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: LITTLE NESTUCCA RIVER (HEADER) BRIDGE		WEEK ENDING: 9 DECEMBER 1972
		SECTION PREFIX: 129-1121
HIGHWAY: LITTLE NESTUCCA		COUNTY: TILLAMOOK
NAME OF JOB: LITTLE NESTUCCA R. (HEADER) BR.	KIND OF WORK: STRUCTURE	
CONTRACTOR: WORKMAN-NELSON	CONTRACT NUMBER: 7745	FEDERAL AID PROJECT NUMBER: STATE
DATE OF CONTRACT: 4 MAY 1972	DATE WORK STARTED: 30 JUNE 1972	ESTIMATED COMPLETION DATE: 22 NOVEMBER 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 150	CALENDAR DAYS USED: 187
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 125%
PROJECT AUTHORIZATION: $ 237,278.56		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 67%
EXCLUSIVE OF ENGINEERING: $ 218,463.52	ENGINEERING AUTHORIZATION $ 18,815.04	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 202,500.00	ENGINEERING COST TO DATE $ 17,712.46	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 68%
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 94 %	DATE PROJECT WAS COMPLETED: 22 NOVEMBER 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	22994							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	FAIR & COOL	0		
MONDAY	FAIR & COOL	0		
TUESDAY	SNOW	0		
WEDNESDAY	SNOW FLURRIES	0		
THURSDAY	CLEAR & COLD	0		
FRIDAY	CLEAR & COLD	0		
SATURDAY		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
11 SUNDAY 12/3	
MONDAY 12/4	
TUESDAY 12/5	
WEDNESDAY 12/6	
THURSDAY 12/7	
FRIDAY 12/8	
SATURDAY 12/9	

REMARKS

FINAL WEEKLY REPORT FOR THIS PROJECT

SEMI-FINAL REPORT COMPLETED AND SUBMITTED 7 DECEMBER 1972

SIGNED Charles W. Ebey LOCATION LINCOLN CITY

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

RECEIVED
DEC 5 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

7745

DATE November 30, 1972

TO Mr. J. B. Boyd
Regional Engineer

FROM R. W. Ellison
Bridge Administration Engineer

ORIGINAL SIGNED
R.W. ELLISON

SUBJECT Request for Extension of Time
Little Nestucca River (Meader) Bridge
Contract 7745

NOTED
A. E. JOHNSON

The subject time extension has been reviewed and the Contractor's request forms are returned herewith for possible resubmittal in case the Contractor has additional reasons for an extension now that the job is complete. This office cannot recommend approval of any additional time based on the reasons given in the attached request.

We agree with the Resident Engineer and you that late delivery of beams is not a valid reason for an extension.

The fact that the special provisions prevented excavation in the stream bed prior to June 1 is not a valid reason for an extension since, as the Resident Engineer noted, the Contractor could have worked on footings at Bents 1 and 4 without disturbing the channel prior to that date.

The special provisions state that the grading and paving of the approaches will be performed by the State. However, the State is not responsible for providing access to the structure site for the Contractor. Article 102.05 of the Standard Specifications states that the bidder is expected to examine the site and make his bid proposal accordingly. Article 251.31 states that if there is no clearing and grubbing pay item, as was the case for this contract, such work shall be performed as incidental work for which no separate payment will be made.

Please inform the Contractor that we cannot recommend approval of a time extension based on the reasons submitted thus far.

RJW:dh
Attachment

cc A. E. Johnson
V. L. Gallagher
C. Elroy

RECEIVED
DEC 1 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED

FOR FILING

7745

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

March 28, 1972

SUBJECT: Forest Service Stipulation Agreement
Meader Bridge Section
Little Nestucca Highway
Tillamook County

To:

Mr. Tom Edwards
State Highway Engineer
Building

Herewith are four copies of a stipulation agreement for the subject project as received from Lands Staff Officer for the Siuslaw National Forest.

I have gone over the text of this document with the Region Construction Engineer, Mr. Wimer. It is our mutual recommendation that this agreement be approved.

Victor D. Wolfe
Location Engineer

By W. N. Hackleman

W. N. Hackleman
Reconnaissance Engineer

REFERRED TO Mr. Galaboe
Location Engineer

WNH: jp
Attach

Tom: Ok the deal + return Jed

SP 52475-734

UNITED STATES DEPARTMENT OF AGRICULTURE
FOREST SERVICE
Siuslaw National Forest
P. O. Box 1148, Corvallis, Oregon 97330

REGION 2 ENGINEER
RECEIVED
MAR 17 1972
RE | RCE | RME | RTE | ROE
ULE | GEO | TA | FILE

March 15, 1972

REPLY TO: 5460

SUBJECT: Little Nestucca Highway (Meader Bridge Section)

TO: Mr. Gerald Wimer
Department of Transportation
2960 East State Street
Salem, OR 97310

Enclosed in quadruplicate are the Stipulations for your reconstruction project on the Little Nestucca Highway.

Please have the State Highway Engineer sign all four copies and return them to me.

S. M. BENNETT
Lands Staff Officer

Enclosures

3-30-72

Returned signed copies.

ms

NOTED
TOM EDWARDS

STIPULATION

This Stipulation, made this 30th day of March, 19 72, by and between the OREGON STATE HIGHWAY DIVISION, hereinafter referred to as the "State", and the FOREST SERVICE, United States Department of Agriculture, acting herein by and through the Regional Forester, hereinafter referred to as the "Regional Forester",

WHEREAS, the State is engaged in the reconstruction, operation, and maintenance of a public highway designated as Little Nestucca Highway, which traverses lands of the United States in the State of Oregon, County of Tillamook, administered by the Forest Service, and

WHEREAS, the State and the Regional Forester desire to cooperate in the development and construction of a highway which will adequately protect and afford utilization of the lands of the United States traversed by the highway for the purposes for which the lands are being administered,

NOW THEREFORE, supplementary to the terms and conditions of the highway easement deed between the United States, acting through the Department of Transportation, Federal Highway Administration and the State, the parties hereto agree to carry out the following provisions during the construction stage (construction stage to begin when construction activities commence on lands administered by the Forest Service and end when the Regional Forester and the State mutually agree that any work done thereafter will be considered as maintenance, EXCEPT, that the Regional Forester reserves the right to reinstate the provisions of this stipulation if the State subsequently submits plans for reconstruction or alteration of the highway),

The State will:

1. Before any clearing of the right-of-way or reconstruction of the the highway is commenced:

   a. Prepare, in cooperation with the Regional Forester, a fire protection plan which will set forth in detail the fire prevention, presuppression, and suppression measures which will be taken by the Grantee, its employees, contractors and subcontractors, and their employees in all operations during the reconstruction stage. The fire plan shall be made available to all bidders prior to letting contract and the Grantee shall cause its contractors to comply with all provisions of the fire plan and of all burning permits issued for disposal of flammable materials.

b. Prepare, in cooperation with the Regional Forester, a clearing plan which will set forth in detail the procedures and standards which will apply to (1) all clearing and disposal of merchantable timber and young growth in the right-of-way and (2) debris disposal, including debris removal from all streams. Such plan shall include provision for payment by the Grantee or its contractors for the merchantable timber on lands of the United States to be cut, used or destroyed in the construction of the highway or in clearing of said right-of-way. Payment for merchantable timber will be at appraised value as determined by the Regional Forester: Provided, That the Regional Forester may dispose of the merchantable timber to other than the Grantee or its contractors at no stumpage cost to the Grantee or its contractors.

c. Prepare, in cooperation with the Regional Forester, a landscape and erosion control plan with the objective of protecting, restoring or enhancing the roadside landscape, protecting soil, and protecting or re-establishing vegetative cover. Such plan shall, when appropriate, provide for vegetating cuts, fills, and other areas damaged as a result of highway construction, maintenance or operation; and for terraces, drainage, waste disposal areas, soil replacement, and other related requirements necessary to achieve the objective.

2. Comply with the following recommendations of the State Fish and Game Department and Forest Service for wildlife and fish management:

a. Take all necessary precautions to avoid damage to fish habitat and exercise every reasonable precaution to prevent muddying or silting live streams.

b. Not deposit material removed from the roadway or channel changes in live streams or into the streams or stream channel where it would be washed away by high stream flows.

c. Not haul materials, including logs, brush, and debris by fording live streams, but will provide temporary bridges or other structures for this purpose.

d. Not operate mechanized equipment in live streams, except as may be required to construct bridges, retaining walls, or channel changes as stipulated.

e. Not allow oil or greasy substances originating from construction operations to enter or be placed where they may later enter a live stream.

3. Dispose of waste material resulting from slides during and after construction and surplus material at locations approved by the Forest Supervisor. A plan showing the proposed method of disposal shall be submitted at the time approval is requested.

4. Permanently monument the right-of-way prior to completion of reconstruction in accordance with State requirements for such right-of-way, but in any event, the minimum requirements will be to place permanent monuments at intervals of not more than 1,000 feet along the right-of-way limits.

5. Reestablish or restore public land monuments disturbed or destroyed by construction, reconstruction, or maintenance according to instructions of the Bureau of Land Management, Department of the Interior. Other land monuments and property corners or witness markers shall not be damaged, destroyed, or obliterated without the prior permission of the Regional Forester and shall be relocated or reestablished in accordance with standards satisfactory to the Regional Forester.

IN WITNESS WHEREOF, the parties hereto have caused this Stipulation to be executed on the day and year first above written.

OREGON STATE HIGHWAY DIVISION

By Sam Edwards

Title State Highway Engineer

U. S. FOREST SERVICE

_____

Regional Forester

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DATE March 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
April 27 Bid Letting

Bids will be taken April 27, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. S. E. Foster Road-S. E. Causey Avenue Section, East Portland Freeway, Multnomah and Clackamas Counties
Grade and Structures Project

   Sidewalks are being provided on overcrossing structures and various locations throughout the length of the project.

2. N. Columbia Boulevard-Marquam Bridge Section, Pacific Highway, Multnomah County
Sign, Illumination and Safety Project

   No footpaths or bicycle trails are incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Arlington and Lima Sections, Columbia River and Old Oregon Trail Highways, Gilliam and Baker Counties
Pneumatic Applied Mortar Project

   Same as Number 2.

4. La Grande Section, Old Oregon Trail Highway, Union County
Roadside Improvement Project

Same as Number 2.

5. Ross Island Bridge-Roadway Street Section, Pacific Highway East, Multnomah County Roadside Improvement Project

Same as Number 2.

6. Rickreall-Independence Junction Section, Willamina-Salem Highway, Polk County
Grade, Pave, Structure and Sign Project

Sidewalks are being provided on this project.

7. Sodaville Road-Vail Creek Section, Santiam Highway, Linn County
Grade and Pave Project

Sidewalks are being provided on this project.

8. 5th Street-Oak Street (Phoenix) Section, Rogue Valley Highway, Jackson County
Grade and Pave (Co-op.) Project

Sidewalks are being provided on this project.

9. S. E. 17th Street and Powell Boulevard Section, Mt. Hood Highway, Multnomah County
Grade, Pave and Structure Project

Sidewalks are being provided on this project. Previously on January 11 meeting agenda.

10. Gales Creek Road at "E" Street and Pacific Avenue at "B" Street (Forest Grove) Section, Washington County
Grade, Pave, Signals and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicated an absence of any need for such paths and trails."

11. Newmark Street-South City Limits (North Bend) Section, Broadway Street, Coos County
Grade and Pave Project

Same as Number 10.

12. Columbia River Highway-Old Portland Road Section, FAS 574 (Gable Road), Columbia County
Grade, Pave and Signal Project

Paths and trails will not be established under this project inasmuch as the cost of establishing such paths or trails would be excessively disproportionate to the need and use. Location/design approval for the project was given November 3, 1969. Subsequently, right-of-way and design criteria was established in 1970, which was before the effective date of ORS Chapter 376 as adopted by the 1971 legislature. Columbia County has already acquired the necessary right-of-way for the project based on a roadway consisting of two 12-foot travel lanes and 8-foot paved shoulders. To revise the roadway at this time and require the County to return to the property owners for additional right-of-way to accommodate a footpath or bicycle trail would cause unwarranted expense to the County.

13. Thompson Falls (MP 12.4) Slide Section, FAS 608, Lewis & Clark Road, Clatsop County
Slide Correction Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

14. Little Nestucca River (Header) Bridge Section, Little Nestucca Highway, Tillamook County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

15. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Provides a bike route along the Willamette River. Previously on February 22 meeting agenda.

16. Columbia River (Astoria) Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

17. Youngs Bay Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

18. Charleston (South Slough) Bridge, Cape Arago Highway, Coos County
Painting Project

Same as Number 13.

19. Cascade Highway at Otty Road Section, Clackamas County
Traffic Signal Project

Same as Number 13.

20. Pacific Highway West at Villa Road (Newberg) Section, Pacific Highway West, Yamhill County
Traffic Signal Project

Same as Number 13. Previously on February 22 meeting agenda.

21. Mary S. Young State Park, Clackamas County
Grade, Pave and Building Project

Footpaths will be established within the park.

22. Cedar Hills Boulevard Interchange, Sunset Highway, Washington County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

23. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
Roadside Improvement Project

Same as Number 22.

These matters will be on the agenda for the April 6 meeting and your approval is requested.

JDM:jp 1a

bc Floyd Ouery
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
Victor D. Wolfe
Gary Sund
Gary Ross

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MAR 20 1972
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GAME COMMISSION

OFFICE OF THE DIRECTOR

A. Olson
Terpin
Scott
Watson
K. Olson
Trout

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DESIGN SECTION

Routine Study
Requires Approval
Receive Copy
Do not File
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Bring Up
Other

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

7745

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

March 17, 1972

cc: E. S. Hunter
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
J. B. Boyd (2)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

We are replying to your letter of February 2, 1972, regarding the following project:

Little Nestucca (Meader) Bridge
Little Nestucca Highway, Tillamook County

We have previously submitted our recommendations through stipulations on the DSL Removal Permit.

In essence our comments are:

1. Construction in channel — footing excavations to be separated from stream by suitable berm.
2. Siltation to be kept to a minimum.
3. Work in channel to be accomplished during summer months — after June 1.

We appreciate the opportunity to comment.

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MAR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

NOTED
E. S. HUNTER

ROK:js

cc: Dir. FCO

FC...

7745

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOG... UNIT
PROJECT BASE DESIGN

Section: Little Nestucca River (Meader) Bridge
Highway: Little Nestucca (FAR 614)
County: Tillamook
Prefix: 129-1447

Res. Engr. R. M. Harris
Approx. Length 0.3+ mile
Sta. 453+38+ to Sta. 469+50+
Date January 26, 1972

Mean Truck A.D.T. 57
Traffic Coefficient 7.2
18 kip s. a. per day 19.3
(1)

Annual Precipitation 82" ± (Cloverdale)
Frost Penetration - - - -
CBR Total Requirement 20.5"

Typical Soil

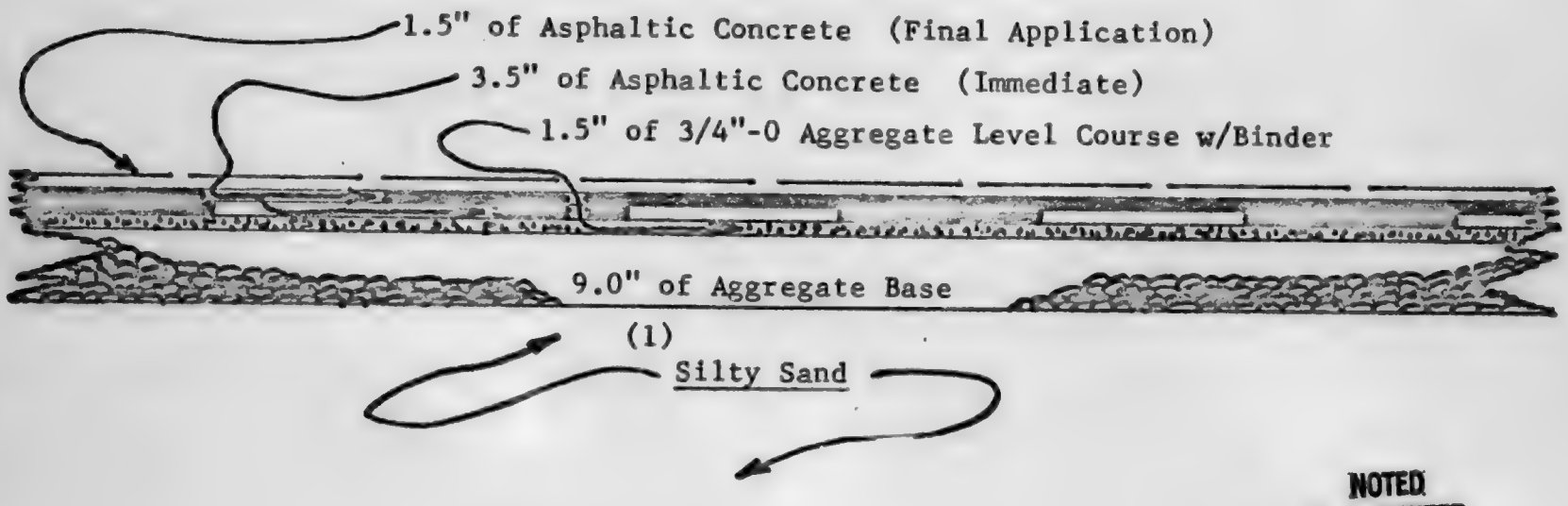
23 LL
0 PI
100 %P 10
20 %P 200
0 % Gravel
37 % C Sand
43 % F Sand
20 % Silt
0 % Clay
19 R Value
A-2-4 AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
7.0	3.5	A.C. (I.)
1.5	1.5	A.L.
9.0	9.0	A.B.
20.5	15.5	

STRUCTURAL SECTION


1.5" of Asphaltic Concrete (Final Application)
3.5" of Asphaltic Concrete (Immediate)
1.5" of 3/4"-0 Aggregate Level Course w/Binder
9.0" of Aggregate Base
(1)
Silty Sand

NOTED
E. S. HUNTER

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FEB 3 1972
OFFICE OF
STATE HIGHWAY ENGINEER

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

Submitted by C. O. Bragg
Base Design Engineer

Recommended by D. E. Wilson
Asst. Engineer of Materials and Research

Recommended by Victor D. Wolfe
Location Engineer

Approved by E. J. Weathers
Asst. State Highway Engineer

SECTION: Little Nestucca River (Meader) Bridge

HIGHWAY: Little Nestucca (FAR 614)

COUNTY: Tillamook

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*3/4"-0 Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
6.0 - 7.0	3.0"	2.0"	10.5"	18.5"	15.5"
4.8 - 6.0	2.0"	2.0"	9.5"	15.5"	13.5"
Cars Only	2.0"	2.0"	5.5"	11.5"	9.5"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Little Nestucca River (Meader) Bridge

HIGHWAY: Little Nestucca (FAR 614)

COUNTY: Tillamook

250 Present ADT (1972)

15 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	12	2.0	24	18	450	8,100
3	14	2.0	28	21	1000	21,000
4	0	---	--	--	1250	- - -
5	12	2.0	24	18	3180	57,240
6	0	---	--	--	2570	- - -
				57 TOTAL		

TOTAL AVERAGE ANNUAL DESIGN EWL 86,340

TWENTY YEAR EWL 1,726,800

TRAFFIC COEFFICIENT 7.2

SECTION: Little Nestucca River (Meader) Bridge

HIGHWAY: Little Nestucca (FAR 614)

COUNTY: Tillamook

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Traffic does not warrant the use of C.R.P.C.C.

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4333

August 17, 1971

Oregon State Highway Commission

Gentlemen:

A survey has been completed on the Little Nestucca River (Meader) Bridge Section on the Little Nestucca Highway in Tillamook County. This structure is on narrow and poor alignment and was constructed in 1941 to a horizontal clearance of 16 feet, 4 inches. Recently, the bridge was damaged by truck traffic, necessitating temporary repairs to maintain its low-weight carrying limitations. The bridge is underdesigned for the log truck traffic in the area and the approach timbers show an advanced state of decay.

I recommend replacing this bridge on new alignment at an estimated cost of $275,000 and request your authority to add the project to the current State Construction Program.

This matter will be on the agenda for your consideration at the September 7 meeting.

Very truly yours,

R. L. Porter
State Highway Engineer

BLG:js kw

cc Floyd Query
Tom Edwards
F. B. Klaboe
E. S. Hunter
A. E. Johnson
Victor Wolfe
L. H. Young
F. D. Morgan
Ivan Merchant
Frank L. Hall
R. N. Bothman
V. E. Skoog
J. B. Boyd

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 11, 1971

SUBJECT: Meader Bridge
Little Nestucca Highway
Tillamook County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

As per your request, we have prepared a sketch map and estimate for your reference in presentation to the Commission for approval of subject project.

Maintenance has indicated their desire to include the grading and paving of approaches with the bridge construction. Estimated cost is $274,000 of which $216,000 is estimated structure costs.

Frank L. Hall
Design Engineer

By
George C. Wills
Chief Locating Engineer

GCW:jg
cc: B. L. Gifford, w/attach.
Attachment

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AUG 12 1971
PROGRAM & PLANNING
DIVISION

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AUG 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. D. ASBURRY

Hemlock
Sandlake
BEAVER
SIUSLAW
Blaine
TIERRA DEL MAR
SIUSLAW
NATIONAL
FORE
HEBO
Mt. Hebo
YAMHILL
R8W
PACIFIC CITY
CLOVERDALE
COUNTY
NATIONAL
Mt. Gauldy
GAULDY RIDGE
WINEMA BEACH
Oretown
MEADER BRIDGE
T5S
T5S
YAMHILL
NESKOWIN
FOREST
YAMHILL
COUNTY
CASCADE HEAD
Three Rocks
HEAD
EXPERIMENTAL FOREST
WESTOWN RIDGE
POLK
COUNTY
T6S
R11W
R10W
R9W
LINCOLN
COUNTY

NESTUCCA

TC. 459+96.17 PT. BK =
"E" 459+89.94 POT AH =

2° C.R.
Δ = 5°35'36"
T = 139.94
L = 279.67

TC. 457+16.50 PC =

TC. 456+96.78 PT.

2° C.
Δ = 3°52'22"
T = 96.86
L = 193.64

TC. 455+03.14 POT BK =
"E" 455+03.14 PC. AH =

1177

1227

E NESTUCCA

RIVER

℄ 464+27.11 OUT OK =
℄ 464+32.78 POT AH

Δ P.I. 1°43'14"

465

S 84°16' 46" E

S 86° E

T.C. - 459+96.17 P.I. BK =
"ZB" 459+89.94 P.O.T. AH =

2° C.R.
Δ = 5°35'36"
E = 139.94
L = 279.67

MEADER BRIDGE SECT.

Q.

South Tillamook Coast Road Committee

ROUTE 2 Box 77.
CLOVERDALE, OREGON

ASSOCIATE MEMBERS:
SANDLAKE GRANGE
TIERRA DEL MAR COMMUNITY CLUB
PACIFIC CITY-WOODS CHAMBER OF COMMERCE
ORETOWN GRANGE

Aug.14,1971

Mr.R.L.Porter,
State Highway Engineer,
Oregon State Highway Division,
Salem,Oregon, 97310

Dear Mr.Porter: Subject: Bridges, Little Nestucca Secondary Highway.

Refering to exchanges and your recent letter Mar.8th,1971.

Our group has had this road under discussion at our various meetings, and it has been of much concern with our traveling public to and from this area, particularily during the summer season.

Has there been any possible hint of programming at least one of the bridges in question so that some of these hazards would be eliminated for the next tourist season.

Sincerely,

Robert W. Leufquist

Robert W.Leufquist, Sec'y
South Tillamook Coast Road Comm.

RWL

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AUG 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

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MAY 7 - 1971
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7745

PREFIX No. 126-1447

5-3-71

LOCATION PROSPECTUS
LITTLE NESTUCCA RIVER BRIDGE
LITTLE NESTUCCA HIGHWAY
TILLAMOOK COUNTY

HIGHWAY:	Little Nestucca. State Secondary No. 130; Federal-aid Secondary No. 614.
TERMINI:	The westerly terminus is at M.P. 8.4, 0.9 mile westerly of Dolph. The easterly terminus is at M.P. 8.6, 0.7 mile westerly of Dolph.
LENGTH:	0.2 mile.
PROGRAM:	Not programmed.
NARRATIVE:	This will be a location survey to prepare plans, specifications and estimates for construction of a new bridge and approaches on new alignment. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time.
CHARACTERISTICS:	Present ADT 200; projected ADT 300.
STANDARDS:	Class "E". Deviations from State or AASHO standards are not anticipated.
TYPICAL SECTION:	Two 12-foot travel lanes and 4-foot shoulders.
BASE DESIGN:	To be determined during the survey.
ACCESS:	No control.
BRIDGE:	New structure to have a horizontal clearance of 32 feet.
ADD'L FACILITIES:	None.
MATERIAL:	Commercial sources.
AGREEMENTS:	Routine utility adjustments may be required. Tillamook PUD and United Telephone of the Northwest have facilities in the area but it is not known if conflict with these exists.
PARKS:	None affected.

May 3, 1971
Attach.
cc's - page 2

NOTED
E S HU[illegible]

cc: Federal Highway Administration (3)
R. D. Asburry (4)
R. L. Porter
F. B. Klaboe
A. E. Johnson
E. S. Hunter
V. D. Wolfe
R. N. Bothman
F. B. Crandall
F. L. Hall
I. D. Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
J. A. Rowland
R. E. Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
G. C. Wills
F. W. Yarbrough (2)

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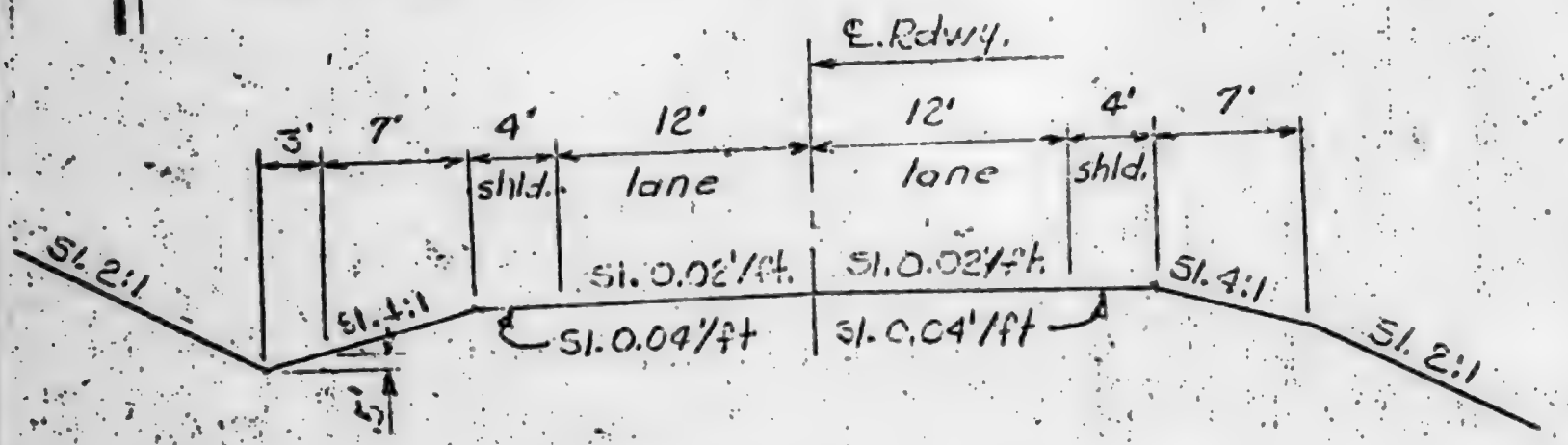
OFFICE OF
STATE HIGHWAY ENGINEER



ROADWAY SECTION
LITTLE NESTUCCA HIGHWAY
No Scale

Prospectus Map
Meader Bridge Section
Little Nestucca Hwy.
Tillamook County April, 1971

7746 Cedar Hills Blvd. Interch. on Sunset Hwy., W. of Ptld. (Roadside improvement) 1972

7746

STATE COPY

MONTHLY TRANSACTION NUMBER: 8-20	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE: Oregon
PROJECT REPORT NUMBER: 11	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT (PPM 21-7) 8-1-74	COUNTY: Washington
MODIFICATION NUMBER: 1		PROJECT NUMBER: I-SF-27(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on May 17, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 73,351	$ 101,604
Federal Funds	$ 73,351	$ 101,604
Other revisions		

This modification is made for the following reasons:

To include increase in bid item quantities, approved price agreements and increase in construction engineering

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 1st day of August, 19 74.

Oregon State Highway Division
(Official name of Highway Department)

By G. J. Schneider

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By W. F. Smith
(Division Engineer)

for: G. L. Green

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used. GPO 915-669

July 26, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM L. W. Rulien
Project Management Engineer

SUBJECT Project No. LSF-27(2)
Cedar Hills Boulevard Interchange Section

We are forwarding three copies of a revised project agreement estimate and four copies of a modification of project agreement for the subject project. Two copies of the modification of project agreement have been signed by a highway official.

CL:bz

Oregon State Highway Division

Federal-Aid Project
No. LSF-27(2)

CEDAR HILLS BOULEVARD INTERCHANGE SECTION ON THE

SUNSET HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, July 26, 1974

Revised Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 300.00

Type Code Y003

Roadside Improvement (Sta. 3134+00 to Sta. 3163+00)

Temporary Protection and Direction of Traffic	All Required		$ 400.00
Furnishing and Placing Topsoil	200 cu.yd.	5.00	1,000.00
4-inch Concrete Surfacing	1,300 sq.yd.	7.50	9,750.00
Furnish and Planting Trees	54 only	17.62	951.48
Furnish and Planting Shrubs	1,580 only	6.00	9,480.00
* Furnish and Planting Bearberry Vines	2,030 only	1.50	3,045.00
Furnish and Planting Ivy Vines	44,140 only	0.58	25,601.20
* Bark Mulch	9,700 only	0.46	4,642.00
Temporary Erosion Control	385 unit	30.00	11,550.00
* Flagging (60% of Contractors Cost)	All Required		100.00
P.A. 2 Preparation of Planting Bed	All Required		1,210.00
P.A. 4 Replace Planting Material	Lump Sum		1,100.00
	Lump Sum		16,000.00
	Subtotal		$ 84,649.68
	Engr. & Cont.		16,654.32
	Total		$101,304.00

* Increase in quantities and costs

Length of Project - - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 300.00	$ 300.00
Roadside Improvement	101,304.00	101,304.00
	$ 101,604.00	$ 101,604.00

G - 1 - 100%

Prefix: 34-0905

Contract 7746

7746 7-15-74

STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Wash DC (HHO-32)
OSHD (Coulter)

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	10	Washington	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
7-15-74	W. N. Bryant, Area Engr		LSF-27(2)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
11-15-73	2-12-74	See Below %	Comp. Date(12-31-72)
APPROVED EXTENSIONS	**LOCATION:** U.S. 26 approximately 2.6 miles west of Multnomah County Line at the Cedar Hills Interchange on the Sunset Highway		
*11-15-73			

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.

There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

JUL 15 1974

CEDAR HILLS BLVD. INTERCHANGE
SUNSET HIGHWAY
Roadside Improvement

Washington

Work completed under this project consisted of furnishing and placing topsoil, construction of an 18-inch-wide concrete maintenance strip, furnishing and planting trees, shrubs, and vines, and other minor work. As indicated in report No. 9, all original plantings were completed on 12-15-72 except for additional plantings added under PA #2. In addition, due to a shortage of specified plants, replacement planting could not be completed until the fall of 1973.

Apparently the OSHD has approved an extension of time until 11-15-73. This extension, however, has not been formally approved by FHWA to date. It appears, however, that such a time extension is justified.

All contract work, including that required under the establishment period was completed in reasonably close conformance with the original plans and specifications, including approved changes, at a final estimated cost of $83,656.32 (including $10,015.00 for engineering) or approximately 1½ percent above the authorized amount of $92,327.95

RECEIVED
JUL 16 1974
Office of
Assistant State Highway Engineer

7-16-74 ey Coult.

H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE W. N. Bryant Area Engineer W. N. Bryant		SIGNATURE W. N. Coulter for E. J. Valach	
TITLE Area Engineer	DATE 7-15-74	TITLE District Engineer	DATE 7-15-74

FORM FHWA-1446 B (12-73) FORMELY PR-33E

Previous Editions Of PR-33E Will Not Be Used.

7746a

February 15, 1974

U. S. Fidelity & Guaranty Co.
Portland Office
201 Oregon Bank Building
Portland, OR 97204

Gentlemen:

Contract No. 7746 awarded to Mosser Construction Co. for work on the Cedar Hills Boulevard Interchange Section of the Sunset Highway in Washington County was completed on November 15, 1973, and accepted by the Transportation Commission on February 12, 1974.

Final payment in the amount of $8,464.41 will be released to the contractor after February 21, 1974. The total contract amount is $83,651.32 including $1,209.88 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head
COMMISSION SERVICES

je

cc: Mosser Construction Co.
13517 N.E. San Rafael
Portland, OR 97230

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

7746

February 13, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7746, Work Completed Nov. 15, 1973

Project Cedar Hills Blvd. Interchange

Highway Sunset, County Washington

Type of Work Roadside Improvement

Contractor Heuser Construction Co.

Recommended Acceptance Date February 12, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on February 27, 1974 for your formal concurrence.

bc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
W. J. Hart
V. Gallagher, File

VG:cm

7746

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 24, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. LSF-27(2)

FROM L. H. Young, Office Engineer

SUBJECT Request Contract Acceptance

Contract 7746, Work Completed November 15, 1973

Project Cedar Hills Blvd. Interchange

Highway Sunset

County Washington

Establishment Period Ended January 9, 1974

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

2-8-74 ok Cont.

Acceptance Date February 1, 1974

Conditions not acceptable: None

RECEIVED
FEB 8 1974
Office of
Assistant State Highway Engineer

G. L. Green
Division Engineer

NOTED
H.S. COULTER

RECEIVED
STATE HWY ENGR
FEB 7 '74
REFER TO
FOR
Info | Invrs | R/D | D/R | Sign | Act | File

cc: F. B. Klaboe
L. H. Young

7746

Salem, Oregon

January 24, 1974

C. T. Keasey, Construction Engineer

L. H. Young, Office Engineer

Request Contract Acceptance

Contract 7746, Work Completed April 18, 1973

Project Cedar Hills Blvd. Interchange

Highway Sunset

County Washington

Establishment Period Ended January 9, 1974

We request you return a signed copy of this letter indicating acceptance or list conditions that would prevent your acceptance of the contract work.

Acceptance Date _____

Conditions not acceptable:

Construction Engineer

cc: H. S. Cox
J. R. Oakes
Virgil Boyd
John Jenkins
Donald L. Trout

VG:js

7746

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: CEDAR HILLS BLVD. INTC.		WEEK ENDING: 1/19/74
		SECTION PREFIX: 34-0905
HIGHWAY: Sunset		COUNTY: Washington
NAME OF JOB: CEDAR HILLS BLVD. INTERCHANGE	KIND OF WORK: Roadside Improvement	
CONTRACTOR: Meuser Construction Co.	CONTRACT NUMBER: 7746	FEDERAL AID PROJECT NUMBER: LSF-27(2)
DATE OF CONTRACT: May 4, 1972	DATE WORK STARTED: May 30, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $ 92,327.95	SPECIFIED COMPLETION DATE: December 31, 1972	PERCENT OF TIME ELAPSED: 100
EXCLUSIVE OF ENGINEERING: $ 83,651.31	ENGINEERING AUTHORIZATION $ 8,676.64	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 83,651.31	ENGINEERING COST TO DATE $ 10,015.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 115 %	DATE PROJECT WAS COMPLETED: 11/15/73

ESTIMATED PERCENT COMPLETE (ROADWORK)

	Topsoil 100	Trees 100	Vines 100	Shrub & Rose 100	4" Conc. Surf. 100
			MAINTENANCE MATERIALS	OIL & BITUMINOUS MATERIALS	
MILES IN PROJECT	0.55	0.55	0.55	0.55	0.55
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.55	0.55	0.55	0.55	0.55
TOTAL ESTIMATED QUANTITIES (CONTRACT)	200	54	53,600	3,610	1,300
TOTAL QUANTITIES CORRECTED TO DATE	198	52	53,840	3,607	1,221
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	198	52	53,840	3,607	1,221
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 13	Rain			
MONDAY 14	"			
TUESDAY 15	"			
WEDNESDAY 16	"			
THURSDAY 17	"			
FRIDAY 18	Partly cloudy			
SATURDAY 19	Rain			

Keasey Bolton Hamlet Johnsen Walker Rosling Scofield Crean Berg

RECEIVED
JAN 22 1974
CONSTRUCTION SECTION

BEN GIBSON

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 13	No activity
MONDAY 14	No activity all week
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No activity all week. Project complete. Semi-final submitted to region office. This is the last report on this project.

CC: BPR
Construction (2)
Regional Office
File
Roy Olson

SIGNED James W. Cochell LOCATION Sylvan

James W. Cochell

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

STATE COPY

FORM PR-33B
(REV. 3-68)

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Bryant

12-12-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cst

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropriate box) ☐ Contact Inspection ☐ Project Stage Inspection ☐ Semi-Inspection

Region No.	Report No.	County	Division
10	8	Washington	Oregon

Date of Inspection	Inspection Made By	Project
12-12-73	P. E. O'Neil, Asst Area Engineer	I-SF-27(2)

Quantity*	Progress of Work	Time Elapsed	Work Completed
BELOW		%	%
Unsatisfactory	Unsatisfactory	112	100

Report (1) Type of Inspection (2) Summary of Findings, and Action Taken.

*(*Not applicable for all Contracts.)*

CO.

DEC 21 1973

REGIONAL OFFICE

12-27-73
cy Constr.
Young

*J. Cockell, Resident Engineer
H. L. Spooner, Landscape Architect
D. Adams, Reg Constr Engr
Mr. Maurer, Contractor

CEDAR HILLS BLVD. INTERCHANGE
SUNSET HIGHWAY
Roadside Improvement

The original plantings were all completed on December 15, 1972 with exception of the work under Price Agreement No. 2 consisting of planting bed preparation in the median area from Station 3150 to 3158. A stop work order was in effect from December 15, 1972 to April 4, 1973 at which time the price agreement work commenced and the original plantings were completed on April 18, 1973.

The replacement plantings that normally would have been done in the spring were deferred until fall due to the lack of the State hybrid bearberry. This is documented under Price Agreement No. 3. All replacement plantings were done in the fall of 1973 with the work completed on November 15, 1973. The contractor received a lumpsum payment for replacement planting material which was lost due to the unusual weather conditions during December 1972. This excludes the normal replacement planting.

Prior to and during the establishment period, the contractor neglected his responsibility to properly care and maintain the planting beds. The areas were never properly weeded. Since the contractor has failed to perform the work as directed by the Engineer, we cannot accept this project until the beds are all properly weeded. Also according to the specifications, failure of the contractor to perform the work as directed by the Engineer will constitute justification for the Engineer to take whatever action necessary to have the work done and the cost thereof deducted from the monies due the contractor.

The only major overrun on the contract items was the bark mulch. The reason for this overrun is due to the addition of the area in the median that was added by Price Agreement No. 2 and a possible underestimate of the total area to be barkmulched.

A final inspection will be made on this project upon completion of the necessary weeding.

Sent to Contractor 12/20/73

REPLACES PR 33A 3-65, WHICH WILL NOT BE USED.

7746

November 9, 1973

TO Oregon Transportation Commission

FROM E. S. Hunter
Acting State Highway Engineer

SUBJECT Cedar Hills Boulevard Interchange
Roadside Improvement
Contract No. 7746

An overrun on the subject landscaping project on the Sunset Highway is expected. Meuser Construction Company is the contractor. The existing project authorization of $73,051.55 is expected to overrun $19,276.40, or 26.4 per cent, because of a recent price agreement in the amount of $16,000 which covers replacement of certain plants.

The project suffered an exceptional loss of plants placed as part of the original contract planting at the time of the extreme cold weather of early December, 1972. An unusual percentage of the plants did not survive and had to be replaced during the current fall planting season. The State assumed the obligation for a portion of the replanting necessary only after careful review of the weather records and the effect on this and on other landscaping projects.

This is a primary Federal-aid project and the additional work is participating. I recommend that the project authorization be increased to a new total of $92,327.95.

This matter will be on the agenda for your approval at the November 21 meeting.

bc: Cecil Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Kay
V. E. Skoog
L. W. Rulien
James W. Cochell
V. L. Gallagher
Robert Whipps
Gary Sund

JAB:fr cm

7746

5

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Cedar Hills Blvd. Interchange Date September 19, 1973

Highway Sunset Contract No. 7746

County Washington Kind of Work Roadside Improvement Contractor Meuser Construction Co.

	Authorized	Estimated
Contract Amount	$ 63,400.48	$ 81,525.44
Anticipated Items	400.00	2,309.87
Contingency (4½%)	2,871.02	
Engineering	6,380.05	8,676.64
Credits		184.00
PROJECT COST	$ 73,051.55	$ 92,327.95
	NET INCREASE $	19,276.40

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U).
(List all unanticipated items)

	Expected Amount	Net Change
(A) Flagging	1,209.87	909.87
(A) Engineering	8,676.64	2,296.59
(U) Preperation of Planting Beds P.A. #2	1,100.00	1,100.00
(U) Plant Replacement P.A. #4	16,000.00	16,000.00

APPROVED BY DEPT. OF TRANSPORTATION
DATE 11-21-73

Principal reasons for overruns (Continue on reverse side): Price Agreement #4 for planting material replacement lost during extremely cold weather during the month of December 1972.

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted by _____ Resident Engineer

Confirmed by _____ Division Engineer

Noted by _____ for Construction or Bridge Engineer

Noted by _____ Deputy or State Highway Engineer

SP-23788-724

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

August 22, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Cedar Hills Blvd. Interchange (Landscaping)
Oregon Project LSF-27(2)

Meuser Construction Company has requested an extension of contract time from April 20, 1973 to a new specified date of October 31, 1973, based on the unavailability of certain needed replacement plants. Pertinent dates include:

Bids opened	April 27, 1972
Contract sent	May 9, 1972
Work started	May 30, 1972
Specified completion	December 31, 1972
Stop work order in effect . .	Dec. 15, 1972 to April 4, 1973
Adjusted completion date (after stop work interval) .	April 19, 1973
Liquidated damages at rate of $75 per day from April 19 to date	

There are other circumstances that the contractor has not shown.

Price Agreement 2 (participating) in the amount of $1,100, covering an additional planting bed in the median area, was added when the project was 90 percent completed. The contractor is also seeking relief under the act of God concept for plant losses caused by extreme cold weather in December 1972. Some replacement plants were very scarce during spring planting; this scarcity has been acknowledged by Price Agreement 3 which authorizes delay in certain replanting until the fall season of this year when suitable plants are expected to be available. This was a no-cost price agreement documenting the change to fall planting of State Hybrid Bearberry.

There is reason to believe that had it not been for the late work added by Price Agreement 2, the project could have been considered complete in January (see attached letter from the resident engineer to the contractor dated January 4, 1973). Even though negotiations are under way with the contractor regarding winter damage, we should respond now to the request for time extension.

When we approved Price Agreement 3, we recognized the reason the contractor offers for this request. It therefore seems reasonable to extend the completion date to the October 31 date requested. Your concurrence is requested.

Att.

JAB:fw ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. W. Rulien
V. L. Gallagher

7746

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 7, 1974

FILE:

FROM: John A. Bond
John A. Bond
Construction Administration Engineer

SUBJECT: Cedar Hills Blvd. Interchange
Contract No. 7746

TO:
MEMO TO THE FILES:

NOTED
H. S. COULTER

We submitted a request for time extension on this project to FHWA 8-22-73. They did not respond because the Area Engineer thought the request was superfluous; not required because of the provisions of Price Agreement No. 3. After allowing for an ordered stop work period from 12-14-72 to 4-4-73, the project was once considered complete (except for establishment) as of 4-18-73 which would have been within the time allowed. A subsequent P.A. (No. 4) made an adjustment for plant replacement and further changed the establishment requirements.

The project was all completed (including establishment) November 15, 1973 with no liquidated damages assessed and the time extension is not required.

JAB:fr

cc: H. S. Coulter (This should clear your hold file)

RECEIVED
MAY 7 1974
Office of
Assistant State Highway Engineer

Meuser Construction Company

13517 N. E. San Rafael
Portland, Oregon 97230
Phone 252-3036

REFERRED TO
Scott Coulter
BY ADMINISTRATIVE SERVICES.
For your info -
Sec H.

September 25, 1973

Oregon State Highway Division
P.O. Box 25087
Portland, Oregon 97225

Attention: Mr. James W. Cochell, Resident Engineer

Re: Cedar Hills Blvd. Interchange
Washington County
Contract No. 7746

Gentlemen:

The above contract originally called for a completion date of December 31, 1972. I substantially completed the job by the end of November, 1972, at which time you discovered a mistake in your plans and specifications relative to the area for the planting of roses. At that time, you made an alteration in the plans which not only had the effect of increasing the area for preparation of planting of roses, but also had the effect of extending the completion time of the contract into the 1973 season. Were it not for your alteration of plans the job would have been completed and accepted by early December, 1972.

Your alteration of the plans materially changed the character of the work to be performed and under Section 109.104 required such change in the contract amount as might be fair and equitable.

We have previously discussed the items of our claim for equitable adjustment and the reasonable amounts involved. Reference is made to my letters of May 14, May 29, and July 26, 1973, confirming our discussions with various personnel of the Highway Department.

At the present time an appropriate equitable adjustment would encompass the following claims for work already performed at your direction:

RECEIVED
SEP 28 1973
Office of
Assistant State Highway Engineer

9-28-73
REFER TO
Construction
BY ASST. STATE HWY. ENGR.

1.	Replacement of Wax Myrtle	$ 720.00
2.	Replacement Bark Dust (Bark Dust was in acceptable condition at the time it should have been accepted in early December, 1972)	720.00
3.	Hand Weeding On June 12, 1973, in my conference with Mr. Cochell and Don Haller, Mr. Haller acknowledged that the direction given by Mr. Spooner on April 27 that I hand week the areas involved constituted an extra work order in that my contract required only that I spray during the period up to September 1, 1973. Mr. Haller at the time instructed me to put in a claim for this work.	2,295.38
4.	Retainage This retainage became due to me on September 1, 1973 and should be paid at this time.	9,027.79
	Total	$12,763.17

I have received Mr. Cochell's letter dated September 19, 1973,in which he encloses a Price Agreement No. 4 of that date. It is totally unreasonable to ask me to proceed with an indefinite quantity of work at a fixed price. It would also be inappropriate to extend the time for the completion of the contract and thereby the withholding of the retainage during the performance of this extra work. Also, I cannot be held responsible for maintenance of the prior work during the performance of this extra work.

I am willing to proceed with this extra work on a force account basis. The retainage, however, should not be held up

during the performance of this work. Certainly in administering force account work the State can adequately protect itself on a pay-as-you-go basis.

With respect to extra work which you wish to direct us to perform, we will be pleased to proceed at the earliest time upon your written directions. We must point out that the shortness of the remaining planting season makes time of the essence. Accordingly, we will appreciate your promptly advising us what you wish us to do.

Very truly yours,

MEUSER CONSTRUCTION COMPANY

Kenneth H. Meuser

Kenneth H. Meuser

cc: Mr. Cecil Head
Secretary
Oregon State Highway Division
Salem, Oregon 97301

Kobin & Meyer
Attorneys at Law
610 SW Alder, Suite 800
Portland, Oregon 97205

RECEIVED
SEP 26 1973
HIGHWAY
ADMINISTRATIVE SERVICES

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 20, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Request for Time Extension
Cedar Hills Blvd. Interchange
(Landscaping)
Contract No. 7746

FROM: John A. Bond
Construction Administration Engineer

Meuser Construction Company requests an extension of this contract time from April 20, 1973 to a new specified date of October 31, 1973 based on only one reason - the unavailability of replacement plants that are needed. Some pertinent dates on the project are:

Bids opened	April 27, 1972
Contract sent	May 9, 1972
Work started	May 30, 1972
Specified completion	December 31, 1972
Stop work order in effect	December 15, 1972 to April 4, 1973
Adjusted completion date (after stop work interval)	April 19, 1973

Liquidated damages at rate of $75 per day from April 19 until end of July equals 98 days or $7,350, and is still increasing.

There are some other complications on this project that the contractor has not shown on his request for time.

Price Agreement 2 in the amount of $1,100 was added quite late in the contract time and covers an additional planting bed in the median area. The project was 90 percent completed when this item was added. The contractor is also now seeking some relief on plant losses because of the December, 1972 cold spell based on the Act of God concept. Some replacement plants were very scarce during the spring planting time this year and this scarcity has been acknowledged on several of the landscaping contracts, including this one, by means of Price Agreement 3 which agrees to delay certain replanting into the fall season of this year when suitable plants are expected to be available. This was a no-cost price agreement documenting the change to a fall planting of State Hybrid Bearberry.

A second notification date which would be the contract completion date has been held up since April because of weeding work needed, the plant replacements needed

which have since been at least partly recognized in Price Agreement 3 mentioned above, and additional bark mulch needed. I question how sound our position is on all these items because there is reason to believe had it not been for the late work added by Price Agreement 2, the project could have been considered complete in January (see attached letter from Resident Engineer to the contractor on January 4, 1973). Negotiations are under way with the contractor on these several matters, but in the meantime, we are left with the question of what to do with the request for time extension.

Having already to some extent recognized the only reason the contractor offers on this request when we approved Price Agreement 3, I would recommend that we simply respnnd to the request as it was presented and grant the time requested. In other words, extend the entire contract completion date to the October 31 date requested. This should keep the time considerations out of the other matters pending with the contractor and I do not believe it should prejudice the State's position on these other matters.

This was a Federally-funded LSF project, so we need the concurrence of FHWA. Rough draft letters to them, the Commission and the contractor on the above basis are attached.

JAB:fw
Enc.
cc V. L.Gallagher

OREGON STATE HIGHWAY DIVISION

Portland, Oregon 97225
January 4, 1973

Cedar Hills Blvd. Interchange
Sunset Highway
Washington County
Contract No. 7746

Meuser Const. Co.
7530 N.E. Glisan
Portland, Oregon 97213

Attn: Ken Meuser

This letter is to confirm suspension of work on this project affective December 15, 1972 in accordance with section 108.07 of Standard Specifications for Highway Construction until further notice. This order is necessitated due to the unsuitable conditions to complete Price Agreement No. 2 before the completion date of this contract. All other contract items have been completed.

James W. Cochell
Resident Engineer

cc: L.W. Rulien
C.T. Keasey
V.L. Gallagher
R. Olson
File

Routing
RECEIVED
JAN 8 1973
CONSTRUCTION SECTION
Pease
Glenn
Litchfield
Berg

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7746 Contractor Meuser Construction Company

Highway Sunset

Section Cedar Hills Boulevard Interchange

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Approval of extension to October 31, 1973 to permit replacement planting in fall season, in accordance with Price Agreement No. 3.

Recommended for Approval:

Division Engineer

Construction Engineer ~~or Bridge Engineer~~

~~Assistant~~ State Highway Engineer

Contract No.	7746
Project designation	LSF-27(2) State-Federal
Date awarded	May 4, 1972
Work started	May 30, 1972
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

State Printing 37920

E—320 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 14, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Apr. 20 ~~days~~ to Oct. 31 ~~days~~, within which to complete our Contract No. 7746, without the assessment of liquidated damages. The said contract is described as follows: Roadside Improvement for the Cedar Hills Blvd. Interchange Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The planting material for replacement of dead plants was not available on April 15, 1973 and will not be available until after September 1973.

Respectfully submitted,

MEUSER CONSTRUCTION COMPANY
Contractor

By Kenneth H Meuser

CONSENT OF SURETY

Date June 14, 19 73

We, UNITED STATES FIDELITY AND GUARANTY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact John D. Klump, Jr.

(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7746 Contractor Meuser Construction Company

Highway Sunset

Section Cedar Hills Boulevard Interchange

Kind of Work Roadside Improvement

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED.** The reasons for such recommendation are as follows:

Approval of extension to October 31, 1973 to permit replacement planting in fall season, in accordance with Price Agreement No. 3.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

State Printing 27820

Contract No.	7746
Project designation	LSF-27(2) State-Federal
Date awarded	May 4, 1972
Work started	May 30, 1972
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

E—320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 14, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Apr. 20 ~~19XX~~ to Oct. 31 ~~19XX~~, within which to complete our Contract No. 7746, without the assessment of liquidated damages. The said contract is described as follows: Roadside Improvement for the Cedar Hills Blvd. Interchange Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The planting meterial for replacement of dead plants was not available on April 15,1973 and will not be available until after September 1973.

Respectfully submitted,

NEISER CONSTRUCTION COMPANY
Contractor

By Kenneth H Neiser

CONSENT OF SURETY

Date June 14, 19 73

We, UNITED STATES FIDELITY AND GUARANTY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact John D. Klump, Jr. (SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

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Contract No. 7746 Contractor Meuser Construction Company

Highway Sunset

Section Cedar Hills Boulevard Interchange

Kind of Work Roadside Improvement

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Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7746
Project designation	LSF-27(2) State-Federal
Date awarded	May 4, 1972
Work started	May 30, 1972
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

State Printing 27080

E—320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 14, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Apr. 20 [illegible] to Oct. 31 [illegible], within which to complete our Contract No. 7746, without the assessment of liquidated damages. The said contract is described as follows: Roadside Improvement for the Cedar Hills Blvd. Interchange Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The planting material for replacement of dead plants was not available on April 15,1973 and will not be available until after September 1973.

Respectfully submitted,

MEDBER CONSTRUCTION COMPANY
Contractor

By Kenneth N. Medber

CONSENT OF SURETY

Date June 14, 1973

We, UNITED STATES FIDELITY AND GUARANTY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact John D. Klump, Jr. (SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

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Highway Sunset

Section Cedar Hills Boulevard Interchange

Kind of Work Roadside Improvement

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Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

State Printing 27920

Contract No.	7746
Project designation	LSF-27(2) State-Federal
Date awarded	May 4, 1972
Work started	May 30, 1972
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

E—220 (Rev.)—6M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 14, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Apr. 20 ~~XXX~~ to Oct. 31 ~~XXX~~, within which to complete our Contract No. 7746, without the assessment of liquidated damages. The said contract is described as follows: **Roadside Improvement for the Cedar Hills Blvd. Interchange Section**

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The planting material for replacement of dead plants was not available on April 15,1973 and will not be available until after September 1973.

Respectfully submitted,

MEUSER CONSTRUCTION COMPANY
Contractor

By Kenneth F. Meuser

CONSENT OF SURETY

Date June 14, 1973

We, UNITED STATES FIDELITY AND GUARANTY COMPANY, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact John D. Klump, Jr. (SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7746 Contractor Meuser Construction Company

Highway Sunset

Section Cedar Hills Boulevard Interchange

Kind of Work Roadside Improvement

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Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7746
Project designation	LSF-27(2) State-Federal
Date awarded	May 4, 1972
Work started	May 30, 1972
Per cent completed	Date
No. of Workdays Allowed	
No. of Workdays Used	
No. of Added Workdays Requested	

State Printing 27939

E—320 (Rev.)—5M—8-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date June 14, 19 73

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from Apr. 20 ~~XXX~~ to Oct. 31 ~~XXX~~, within which to complete our Contract No. 7746, without the assessment of liquidated damages. The said contract is described as follows: **Roadside Improvement for the Cedar Hills Blvd. Interchange Section**

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows: The planting material for replacement of dead plants was not available on April 15,1973 and will not be available until after September 1973.

Respectfully submitted,

MEISER CONSTRUCTION COMPANY
Contractor

By Kenneth H Meiser

CONSENT OF SURETY

Date June 14, 19 73

We, UNITED STATES FIDELITY AND GUARANTY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Attorney-in-fact John D. Klump, Jr.

(SEAL)

Resident Agent

7746

FORM E-20-X 12-67

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

Salem, Oregon
June 12, 1973

To: MEMO TO THE FILES

SUBJECT: Cedar Hills Blvd. Interchange
Landscaping
Contract No. 7746

FROM: John A. Bond
Construction Administration Engineer

I have handed a copy of Kenneth Meuser's May 29 letter and Cecil Head's acknowledgement letter to Don Haller and discussed the contents briefly with him.

So far as I know, this is the first landscaping contract on which the Act of God issue has been raised. This project was about 90 percent complete by December 2, 1972. Price Agreement 2, in the amount of $1,100, is dated November 30, 1972 and added the preparation of a 26-foot by 800-foot planting bed in the median.

These facts, along with Standard Specifications 107.25 and 682.42, merit very close consideration of all the ramifications of Mr. Meuser's position. Mr. Haller was to do this in conjunction with the Resident Engineer, after which a suitable response to Mr. Meuser must be made.

JAB:fw

cc: H. S. Coulter
L. W. Rulien
Roy Olson

RECEIVED
JUN 13 1973
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 30, 1973

Meuser Construction Company
13517 N. E. San Rafael
Portland, Oregon 97230

Gentlemen:

This is to acknowledge receipt of your letter of May 29, 1973, concerning your Contract No. 7746 for roadside improvement on the Cedar Hills Boulevard Interchange Section of the Sunset Highway in Washington County.

Your letter is being referred to Mr. Carroll Keasey, Construction Engineer, for review.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

CWH:ks

cc Carroll Keasey
Attn: John Bond

70% done 12-2-72
SL 682.42 E 1,107.35
P.A. 2 11/30/72
$1100 Prepare 96'x52' planting bed in median 2

Meuser Construction Company

13517 N. E. San Rafael
Portland, Oregon 97230
Phone 252-3036

May 29, 1973

Mr. Cecil Head
Oregon State Highway Commission
Salem, Oregon 97301

Re: Contract #7746

Dear Mr. Head::

Upon the advise of Mr. Jack Sollis of the Legal Department, I shall attempt to put in writing a series of events which lead to the position in which I now find myself.

On December 1, 1972, we had completed the planting of all plants and trees except for 840 roses. Several days earlier we discovered that not enough area had been planned for 2040 roses. We had an area which required 85 and another which required 130, ready for planting, but there was no room to plant the remaining 625. Therefore, on November 30, I signed an extra work order and price agreement to prepare an area in the median from station 3150 to 3158, so we could plant the remaining roses. It was mutually agreed that because the 840 roses were crated together and in cold storage, we could plant them at one time.

My tractor operator took the sod off but before we could till the area, it had begun raining. This was followed by freezing temperatures beginning December 4, making it impossible for any further planting until spring. My crew worked December 4, cleaning up and in effect, completed the job. The job was at that time, free from all weeds and grass, the plants were in good condition, the bark mulch was in place and, but for the extra work order, was ready for a final inspection.

We resumed work on April 4, and finished planting the roses on April 10, which was well within the contract time. (A stop work order was issued as of December 15, and the original contract date ended December 31, leaving me with 16 calender days to complete the job. Please note that no additional time was asked for, or given on the extra work order.) On April 11 and 12 we picked up cedar mulch which had blown onto the walks and re-spread it over the areas blown bare. On the 12th, Mr. O'Neil and Mr. Cochell were at the jobsite and asked that we remove the weeds. This was done on the 16th, 17th and 18th. The areas on that date looked good and I requested a final on the 18th.

On April 27, a team consisting of Mr. Spooner, O'Neil, Haller, Turk and two others arrived on the job. The final was rejected. Mr. Spooner told me to get rid of the weeds and grass, replace the bark

mulch on bare areas and replace the dead plants. When this was done, I was to let Mr. Cochell know and he would have them back.

In my opinion, the grass and weeds are a normal maintenance item and my intentions were to spray them, but I was told that for a final inspection they would have to be removed. On the recommendation of Mr. Spooner, I had the whole job sprayed with Princep. This was to kill the seeds only. Then on May 8, we started weeding and spent 281 man hours getting all weeds and grass removed. My thinking is that had this been a maintenance item, it would not have been necessary. However, due to the fact I was asking for the final on the job that was finished five months previous, it had to be done.

Since April 27, I have tried to get plant replacements, but to no avail. On May 11, Mr. Cochell gave me the name and address of a nursery, given him by Mr. Spooner, where I might be able to pick up Wax Myrtle plants. However, before doing so, and following what I thought to be the correct procedure, I wrote Mr. Cochell on May 14 regarding filing a claim under Standard Spec. Subsection 109.05.

On May 15, I drove to Salem and explained my problem to you and it was then you asked that I see Mr. Sollis. On this visit, I showed you and Mr. Sollis the U.S. Dept. of Commerce Local Climatological Data sheets for December 1972 and January 1973. This shows that from December 3, the temperatures were below normal by as much as 25°.

After leaving your office, I spoke with Mr. Roy Olson. He told me that another inspection was scheduled for May 24. (This evidently was cancelled for reasons unknown to me.) He also told me that it is virtually impossible to get the needed replacement plants until fall because the nurseries all over the state have experienced heavy losses due to the freezing conditions.

I am, therefore, submitting a claim for all plant replacements needed due to the freeze. (I shall replace these when available.) This complies with Standard Spec Subsections 107.25, 101.02 and 109.05.

I also request that all liquidated damages be waived, due to the fact the job was completed within the contract time. The temperatures were well below normal, which froze so many of the plants on the job. The high winds at the jobsite, blew the cedar mulch so badly that residents living nearby, stated it was almost impossible to see. In my opinion, the grass and weeds which are bound to come up, should at this time, be looked upon as a maintenance item and not as a basis for a final inspection rejection.

At this time, as near as possible, I estimate that we have lost the following:

120 Wax Myrtle (replaced on 5/19/73)
85 Japanese Roses
2000 Ivy
35,000 Bearberry
20 units bark mulch (replaced 5/21, 22, 23)

Very truly yours,

Kenneth H. Meuser

Kenneth H. Meuser

RECEIVED
MAY 30 1973
OREGON
STATE HIGHWAY COMMISSION

RECEIVED

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Christianson

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

cpt

(Check appropriate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Washington	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**		**PROJECT NO.**
11/14/72	P. H. O'Neil, Asst Area Engineer		I-SP-07(2)
IN COMPANY WITH	J. Gosnell, Resident Engineer, OSHD		
QUALITY OF WORK	**PROGRESS OF WORK**	**TIME ELAPSED %**	**WORK COMPLETED %**
Satisfactory	Satisfactory	72	74

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

E Conde 11-28-72

NOTED
A. E. JOHNSON

COPY SENT

NOV 27 1972

REGIONAL OFFICE

CEDAR HILLS BLVD. INTERCHANGE
SUNSET HIGHWAY
Roadside Improvement

1. SCOPE OF INSPECTION

The purpose of this inspection was to review the contractor's construction procedures, the State's inspection sampling and testing, and documentation for progress payments.

2. SUMMARY OF FINDINGS AND RECOMMENDATIONS

a. The contractor is doing all of his plantings according to good horticultural practices.

b. The resident engineer and his staff are doing an excellent job of assuring us of good quality control.

c. It has been suggested that a bid item for bed preparation be placed on landscaping projects because this would be a means to pay the contractor money that he has tied up in his bed preparation prior to placing his plants. Payment could be on a lumpsum basis per bed or on a square yard basis. I recommend we try this on a future project to see what effect it does have.

d. The State has ample documentation to support the progress payment to the contractor.

Attached to the Division copy of this inspection report are backup notes.

11-28-72 Johnson

RECEIVED STATE HWY ENG
NOV 29 '72
REFER TO
FOR
Info
Approve
R/D
D/R

FORM PR-33B (REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

RECEIVED
NOV 7 - 1972

STATE COPY

FOR FILING

FORM PR-33A (REV. 5-68)

cc: OSHD (A E Johnson)
Region
Wash DC
Area Engr Christianson

10-16-72

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS cat

INITIAL INSPECTION REPORT

NOTED
A.E. Johnson

7746

(Check appropriate box) ☐ Contact ☐ Project Stage * ☐ Statewide Inspection-In-Depth

Region No.	Report No.	County	Division	Project No.
10	1	Washington	Oregon	I-SF-27(2)

Date of Inspection: 10/16/72

Inspection Made By: P. E. O'Neil, Asst Area Engineer

In Company With: Jim Cochell, Resident Engineer, OSHD; D. Noyes, Highway Engineer Trainee, FHWA.

Location: US 26 2.6 miles west of Multnomah County line at the Cedar Hills Interchange.

COPY SENT

Contractor Name and Address: Kenner Construction Co. Portland, Oregon

NOV 06 1972

Award Date	Contract Amount	Time Allowed	Time Started	Work Started
5/4/72	$63,400.48	12/31/72	4/30/72	4/30/72

REGIONAL OFFICE

Quality of Work	Progress of Work	Time Elapsed	Work Completed
Satisfactory	Satisfactory	16 %	15

Roadbed (Width) *(Feet 0. to 0. of shoulders)*

TYPE	TYPE CODE NO.	NET LENGTH (Miles)	BASE-SURFACING THICKNESS EDGE (Inches)	BASE-SURFACING THICKNESS CENTER (Inches)	BASE-SURFACING WIDTH (Feet)
Roadside Improvement	Y003	0.0	NA	NA	NA

STRUCTURES OVER 20-FOOT SPAN

TYPE	TYPE CODE NO.	NET LENGTH (Miles)
NA		

RECEIVED
STATE HWY ENGR
NOV 7 '72
REFER TO
FOR

Info	Prelim	R/W	D/R	Stem	Act	File

REMARKS: *(Report details of statewide inspection-in-depth on form PR-33D)*

11 Copies
11-8-72

CEDAR HILLS BLVD. INTERCHANGE
SUNSET HIGHWAY
Roadside Improvement

The work to be done under this contract consists of furnishing and placing topsoil, construction an 18-inch concrete maintenance strip, furnishing and planting trees, shrubs, and vines in the Cedar Hills Blvd. Interchange on the Sunset Highway.

The contractor is meeting his EEO obligation. He has the required posters posted. He is holding the required meetings and has submitted his PR 1391s.

The work completed date consists of constructing the 18-inch concrete maintenance strip and preparing the planting beds for planting. On future jobs it is recommended that we install an AC strip rather than the concrete. The AC strip will give a satisfactory product as well as be more economical.

11-7-72
Johnson

REPLACES PR-33A(1) REV. 5-64, WHICH WILL NOT BE USED.

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 5-85	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 6	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 5-17-72	COUNTY Washington
		PROJECT NO. LSF-27(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

US 26 2.6 mi. W. of Multnomah Co. Line

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING	9-2-69	0.0
RIGHTS-OF-WAY		
CONSTRUCTION	3-24-72	0.0
OTHER *(Specify)*		

FUNDS Pro Rata 100%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 73,351	$ 73,351

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer MAY 17 1972

FORM PR-2 (REV. 2-71)

PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Provision 12 is hereby deleted and the following substituted therefor: "The Oregon State Highway Division is responsible for maintaining the work performed or the condition achieved on the highway right-of-way in accordance with the objectives of the Highway Beautification Act of 1965."

GPO 906-714

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 10, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Project No. LSF-27(2)**
Cedar Hills Blvd. Interch. Section

We are forwarding four copies each of a project agreement estimate and project agreement for the subject project. Two copies of the project agreement have been signed by a highway official.

CL:js

Oregon State Highway Division

Federal-Aid
Project No. LSF-27(2)

CEDAR HILLS BOULEVARD INTERCHANGE SECTION ON THE

SUNSET HIGHWAY IN WASHINGTON COUNTY

Salem, Oregon, May 10, 1972

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 300.00

Type Code Y003
Roadside Improvement (Sta. 3134+00 to Sta. 3163+00)

Temporary Protection and Direction of Traffic	All Required		$ 400.00
Furnishing and Placing Topsoil	200 cu.yd.	5.00	1,000.00
4-inch Concrete Surfacing	1,300 sq.yd.	7.50	9,750.00
Furnish and Planting Trees	54 only	17.62	951.48
Furnish and Planting Shrubs	1,580 only	6.00	9,480.00
Furnish and Planting Roses	2,030 only	1.50	3,045.00
Furnish and Planting Bearberry Vines	43,900 only	0.58	25,462.00
Furnish and Planting Ivy Vines	9,700 only	0.46	4,462.00
Bark Mulch	295 unit	30.00	8,850.00
			$63,400.48
Temporary Erosion Control	All Required		$ 100.00
Flagging (60% of Contractor's Cost)	All Required		300.00
			$ 400.00
	Subtotal		$63,800.48
	Engineering		9,250.56
	Total		$73,051.00

Length of Project - - - 0.00 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds
Preliminary Engineering	$ 300.00	$ 300.00
Roadside Improvement	73,051.00	73,051.00
	$73,351.00	$73,351.00

G - 1 - 100%

Prefix: 34-0905

Contract 7746

RECEIVED
FOR FILING
7746

DATE March 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
April 27 Bid Letting

Bids will be taken April 27, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. S. E. Foster Road-S. E. Causey Avenue Section, East Portland Freeway, Multnomah and Clackamas Counties
Grade and Structures Project

   Sidewalks are being provided on overcrossing structures and various locations throughout the length of the project.

2. N. Columbia Boulevard-Marquam Bridge Section, Pacific Highway, Multnomah County
Sign, Illumination and Safety Project

   No footpaths or bicycle trails are incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Arlington and Lime Sections, Columbia River and Old Oregon Trail Highways, Gilliam and Baker Counties
Pneumatic Applied Mortar Project

   Same as Number 2.

4. La Grande Section, Old Oregon Trail Highway, Union County
Roadside Improvement Project

Same as Number 2.

5. Ross Island Bridge-Reedway Street Section, Pacific Highway East, Multnomah County Roadside Improvement Project

Same as Number 2.

6. Rickreall-Independence Junction Section, Willamina-Salem Highway, Polk County
Grade, Pave, Structure and Sign Project

Sidewalks are being provided on this project.

7. Sodaville Road-Vail Creek Section, Santiam Highway, Linn County
Grade and Pave Project

Sidewalks are being provided on this project.

8. 5th Street-Oak Street (Phoenix) Section, Rogue Valley Highway, Jackson County
Grade and Pave (Co-op.) Project

Sidewalks are being provided on this project.

9. S. E. 17th Street and Powell Boulevard Section, Mt. Hood Highway, Multnomah County
Grade, Pave and Structure Project

Sidewalks are being provided on this project. Previously on January 11 meeting agenda.

10. Gales Creek Road at "E" Street and Pacific Avenue at "B" Street (Forest Grove) Section, Washington County
Grade, Pave, Signals and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicated an absence of any need for such paths and trails."

11. Newmark Street-South City Limits (North Bend) Section, Broadway Street, Coos County
Grade and Pave Project

Same as Number 10.

12. Columbia River Highway-Old Portland Road Section, FAS 574 (Gable Road), Columbia County
Grade, Pave and Signal Project

Paths and trails will not be established under this project inasmuch as the cost of establishing such paths or trails would be excessively disproportionate to the need and use. Location/design approval for the project was given November 3, 1969. Subsequently, right-of-way and design criteria was established in 1970, which was before the effective date of ORS Chapter 376 as adopted by the 1971 legislature. Columbia County has already acquired the necessary right-of-way for the project based on a roadway consisting of two 12-foot travel lanes and 8-foot paved shoulders. To revise the roadway at this time and require the County to return to the property owners for additional right-of-way to accommodate a footpath or bicycle trail would cause unwarranted expense to the County.

13. Thompson Falls (MP 12.4) Slide Section, FAS 608, Lewis & Clark Road, Clatsop County
Slide Correction Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

14. Little Nestucca River (Neader) Bridge Section, Little Nestucca Highway, Tillamook County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

15. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Provides a bike route along the Willamette River. Previously on February 22 meeting agenda.

16. Columbia River (Astoria) Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

17. Youngs Bay Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

18. Charleston (South Slough) Bridge, Cape Arago Highway, Coos County
Painting Project

Same as Number 13.

19. Cascade Highway at Otty Road Section, Clackamas County
Traffic Signal Project

Same as Number 13.

20. Pacific Highway West at Villa Road (Newberg) Section, Pacific Highway West, Yamhill County
Traffic Signal Project

Same as Number 13. Previously on February 22 meeting agenda.

21. Mary S. Young State Park, Clackamas County
Grade, Pave and Building Project

Footpaths will be established within the park.

22. Cedar Hills Boulevard Interchange, Sunset Highway, Washington County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

23. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
Roadside Improvement Project

Same as Number 22.

These matters will be on the agenda for the April 6 meeting and your approval is requested.

JDM:jp ia

bc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
Victor D. Wolfe
Gary Sund
Gary Ross

3-24-72

RECEIVED
MAR 29 1972

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILING

FEDERAL AID PROJECT NO.
LSF-27(2)

STATE PROJECT NO.
CEDAR HILLS BLVD. INTCHG.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
L-43

COUNTY NAME
WASHINGTON

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:
7746

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

3-28-72
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MARCH 24, 1972	MARCH 24, 1972	PRIMARY ROUTE 27
		STATE ROUTE NUMBER: SUNSET HIGHWAY ROUTE 47

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN THE AMOUNT OF $300.00 AND TEMPORARY EROSION CONTROL IN AMOUNT OF $100.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify)
  CONTRACTOR'S FLAGGING $300.00
  TEMPORARY EROSION CONTROL $100.00

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. YOUNG'S MARCH 21, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SECTION 109.12 – FINAL ESTIMATE AND FINAL PAYMENT OF THE PROJECT SPECIFICATIONS.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

RECEIVED
MAY 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-24-72	[signature]	FOR: DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

Rev. 3-15-72

REQUES
OF INDIVIDUAL P
(PPM

CARD 2	REPORT NUMBER (19) (20) 21	PROJECT LOCATION (45 typewriter spaces) US 26 2.6 mi. W. of Multnomah Co. Line 45	ADT	14,000	FUTURE 26,000 (66)

CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) P. E., Landscaping 28 42	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	COUNTY NAME
CARD 4	CLASS OF FEDERAL FUNDS [1] Landscaping and Scenic Enhancement							
	NAME OF URBAN AREA 17-31 Portland		F.A. SYSTEM Primary					

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (64) (68)	TOTAL (69)
1	(1-4)	16	41	42	45 - 48	53						
5					PE ROW CONST		ITEM AS NOW PROGRAMED	43	LSF-27(2)	US 26 2.6 mi. W. of Multnomah Co. Line (Cedar Hills Blvd. Interchange Section)	0.0 0.0	(68
										PROJECT TOTAL	0.0	
5					PE ROW CONST		REQUESTED REVISION	43	LSF-27(2)	US 26 2.6 mi. W. of Multnomah Co. Line (Cedar Hills Blvd. Interchange Section)	0.0 0.0	(16) 71
										PROJECT TOTAL	0.0	71

CARD 1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE: To add to character of p and vines, necessary dr
1	COLUMN 14 ⟶ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: September 2, 1969	PROGRAM REVISION REQUESTED DATE March 15, 1972	REC DATE
OTHER:	SIGNATURE ORIGINAL SIGNED BY R. D. ASBURRY	SIGNATURE
	[redacted] ENGINEER Programing	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

ADT	14,000	FUTURE 26,000	YEAR 89	REGION 10	STATE NAME Oregon	STATE CODE 35	APPR. CODE 669	ITEM NO. 43

FOR MISCELLANEOUS FUNDS ONLY

GCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR.

PROJECT NUMBER: PREFIX LETTER(S) LSF; NUMBER-AGR. NO. 27 (2)

I. PROJECTS ONLY: POST MI. ; DESIG.

COUNTY NAME: Washington — CODE 067

Primary — RTE NO. P — FEDERAL AID 27 — STATE 47 — U.S. 26

TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
2.6 mi. W. of ah Co. Line	0.0	200	200		P.E. All phases (Future landscaping of interchange area with trees, shrubs and vines.)
Hills Blvd. nge Section)	0.0	(68,000)			
PROJECT TOTAL	0.0	200	200		
2.6 mi. W. of ah Co. Line	0.0	200	200		P.E. All phases; landscaping consisting of planting trees, shrubs and vines and necessary drainage in the interchange area.
Hills Blvd. nge Section)	0.0	71,052	71,052		
OJECT TOTAL	0.0	71,252	71,252		

OR CHANGE: To add to character of proposed work. Landscaping consisting of planting trees, shrubs and vines, necessary drainage. To increase project cost to reflect the additional work.

STED	RECOMMENDED	APPROVED
	DATE	DATE
	SIGNATURE	SIGNATURE
	TITLE	TITLE

es of funds involved.

USCOMM-DC 48908-P61

FORM 6-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1972

SUBJECT: Highway Beautification Funds

To: Frank L. Hall
Design Engineer
Design Section
224 State Highway Building

Notice has been received from FHWA of availability of $161,960 of Title III Funds for landscaping and scenic enhancement.

Two projects were selected from the schedule as follows:

Cedar Hills Boulevard Interchange
Sunset Highway, Washington County
Roadside Improvement $75,898.61 (LSF)

Harmony Road Interchange-Cascade Highway Section
Clackamas Highway, Clackamas County
Roadside Improvement $90,168.75 (LSS)

Total $166.067.36

The projects are scheduled for the April 27, 1972 letting.

Roy E. Olson
Landscape Engineer

vmt

1 Hall
A. Olson
2 Terpin
Scott
2 Swenson
L. Olson

RECEIVED
MAR 13 1972
DESIGN SECTION

Requires Reply
Requires Approval
Receiver Keep
Do not File
Return To
Bring Up ___/___/___
Other

RECEIVED
APR 15 1970
FOR FILING

7746

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
April 8, 1970

SUBJECT: Highway Beautification Program

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
Building

Instructional Memorandum of obligation limitations for fiscal year 1970 lists Oregon as follows:

Landscaping and Scenic Enhancement	$219,269
Control of Junkyards	12,609

Obligations to date:

Butte Creek Scenic Strip	$ 10,440
Silver Point Scenic Strip	45,710
Seal Rock Scenic Strip	51,700
Biddle Road Roadside Improvement	88,189
Fogarty Creek Scenic Strip	1,000
Cedar Hills Blvd. Roadside Improvement	200
TOTAL	$197,239

Balance LS → $22,030

We have been unable to find a junkyard with enough room on highway right of way to do a successful screening job for the amount of funds available.

It is recommended that we make application for the transfer of junkyard control funds to the landscaping and scenic enhancement projects. This would give us a balance of $34,000. $34,839

A good place to use the $34,000 would be at Eugene Blue Star Safety Rest Area for drilling a well and construction of a toilet building and sewage system. Maintenance forces are planning to improve the roadway and parking area and construct additional picnic tables.

Attached is a proposed plan and letter of approval of sewage disposal prososal.

copy to Bruhn 4-15-70

RECEIVED
APR 10 1970
PROGRAM & PLANNING
DIVISION

D. J. Barbee
Design Engineer

RECEIVED
APR 9 1970
OFFICE OF
STATE HIGHWAY ENGINEER

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQU
OF INDIVIDUA

CARD 2	REPORT NUMBER (18) (20)	PROJECT LOCATION (45 typewriter spaces) US 26 2.6 mi. W. of Multnomah Co. Line 21 65	ADT	14,000	FUTURE 26,00 (66)	
CARD 3	CHARACTER OF PROPOSED WORK (35 spaces) P.E., Landscaping 28 62	NATL. FOREST (63) (65)	FOR MISCELLANEOUS FUNDS ONLY: FH ROUTE NO (66) (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71 / EMERG. YR 72
CARD 4	CLASS OF FEDERAL FUNDS [1] Landscaping and Scenic Enhancement					COUNTY NA
	NAME OF URBAN AREA (17-31) Portland		F.A. SYSTEM			

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE	STEP	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54) (58)	TO (59)
1	(1-4) (5)	16	41	42	43 - 46	53						
5					PE ROW CONST		ITEM AS NOW PROGRAMED	43	LSF-27(2)	US 26 2.6 mi. W of Multnomah Co. Line (Cedar Hills Blvd. Interchange Section)	0.0 0.0	(6
										PROJECT TOTAL	0.0	
5					PE ROW CONST Y003		REQUESTED REVISION	43	LSF-27(2)	US 26 2.6 mi. W of Multnomah Co. Line (Cedar Hills Blvd. Interchange Section)	0.0 0.0	7 (16)
										PROJECT TOTAL	0.0	7

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days. Yes ☐	PROJECT WITHDRAWN YES ☐	REASON FOR CHANGE: To add to character o shrubs and vines, nec additional work.
1	COLUMN 14 ⟶ CODE 11	CODE 2	

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

DATE OF INITIAL APPROVAL: September 2, 1969	PROGRAM REVISION REQUESTED	R
	DATE September 5, 1969	DATE
OTHER:	SIGNATURE	SIGNATURE
	Program and Planning Engineer	TITLE

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL OF INDIVIDUAL PROJECT PROGRAM CHANGE (PPM 21-1 AND 22-1)

			FUTURE YEAR	REGION	STATE NAME	STATE CODE	APPN. CODE	ITEM NO.
	ADT	14,000	26,000 | 89	08	Oregon	35	669	43

FOR MISCELLANEOUS FUNDS ONLY

UPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL AUTH YR

PROJECT NUMBER: PREFIX LETTER(S) LSF | NUMBER-AGR. NO. 27(2)

I. PROJECTS ONLY: POST MI. | DESIG.

ment — COUNTY NAME: Washington — CODE 067

STEM — RTE NO. P | FEDERAL AID 27 | STATE 47 | U.S. 26

TERMINI	MILES	PROJECT COST: TOTAL COST	FEDERAL FUNDS	STATE FUNDS	CHARACTER OF PROPOSED WORK
26 2.6 mi. W of ltnomah Co. Line	0.0	200	200		P. E. All phases (Future landscaping of interchange area with trees, shrubs and vines.)
edar Hills Blvd. erchange Section)	0.0	(68,000)			
PROJECT TOTAL	0.0	200	200		
26 2.6 mi. W of ltnomah Co. Line	0.0	200	200		P. E. All phases; landscaping consisting of planting trees, shrubs and vines and necessary drainage in the interchange area.
edar Hills Blvd. terchange Section)	0.0	73,440	73,440		
PROJECT TOTAL	0.0	73,640	73,640		

SON FOR CHANGE: To add to character of proposed work. Landscaping consisting of planting trees, shrubs and vines, necessary drainage. To increase project cost to reflect the additional work.

ON REQUESTED	RECOMMENDED	APPROVED
5, 1969	DATE	DATE
	SIGNATURE	SIGNATURE
Engineer	TITLE	TITLE

w both classes of funds involved.

USCOMM-DC 48908-P61

DISCARD
SEP 22 69
FOR FILE

GAME COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

RECEIVED
SEP 15 1969
DESIGN DIVISION

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

September 11, 1969

Klaboe

State Highway Engineer
State Highway Department
Salem, Oregon 97310

Attention: Mr. Frank Hall

REFERRED TO
Hall
By Asst. State Hwy. Engr.
9-15-69

Dear Sir:

We are replying to your letter of August 26, 1969, which referred to the plans of six projects as follow:

1. Sutherlin Interchange-Grave Creek
   Pacific Highway, Douglas and Josephine Counties
2. Cedar Hills Boulevard Interchange
   Sunset Highway, Washington County
3. Biddle Road Interchange (Medford)
   Crater Lake Highway, Jackson County
4. South Yamhill River (Grand Ronde) Bridge
   FAS 915, Polk County
5. Jumpoff Joe Creek-Louse Creek Interchange
   FAS 17-102, Josephine County
6. Esplanade Street-Fort Klamath Road
   FAS 415, Klamath County

There will be no conflict with fishery resources on any of the above projects, and they are approved.

We appreciate the opportunity to comment on these projects.

RECEIVED
SEP 17 1969
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. OFC

cc's sent 9-16-69

F.B. Klaboe /
L.H. Young
F.E. Terpin (6)
T.C. Roake (6)
C.G. Swenson
W.H. Tebeau
L.W. Rulien (2)
R.D. Asburry (2)
C.T. Keasey (6)
J. F. Putnam (2)

TRANSACTION NUMBERS 9-14 AND 9-15

FM PR-48
(v. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 9-2-69

BY (Signature): MR. YOUNG'S AUGUST 19, 1969 LETTER

TITLE:

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS LSF & LSS

STAGE 1 * ITEM NOS. ____ THRU ____		STAGE 2 ITEM NOS. 43 THRU 44		
ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS
3	LSF 27(2)	0.0	200	200
4	LSS 15-001(1)	0.0	600	600

9-2-69

OTHER IDENTIFICATION AND/OR REMARKS (State)

LOCATION	WORK
2.6 MILES WEST OF MULTNOMAH COUNTY LINE ON US 26 (CEDAR HILLS BLVD. INTERCHANGE)	PRELIMINARY ENGINEERING
BIDDLE ROAD INTERCHANGE ON I-5 NEAR MEDFORD	PRELIMINARY ENGINEERING

NOTED
F. B. KLABOE

MARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING.

RECEIVED
SEP 3 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
SEP 4 - 1969
FOR FILING

7146

9-4-69
Young

RECOMMENDED
SIGNATURE AND TITLE

DATE: 9-2-69

APPROVED
SIGNATURE AND TITLE: R. E. SIMPSON, DIVISION ENGINEER

Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of federal funds or shall it be construed as creating in any
tion on the part of the Federal Government to provide Federal fu

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.C.

FORM PR-1 (REV. 4-61)

FEDERA

CARD 2	REPORT NUMBER (19)(20) 1	PROJECT LOCATION (45 typewriter spaces) 21 US 26 2.6 mi. W. of Multnomah Co. Line 65						ADT	PRESENT 14,000	FUTURE 26,000 (66)	
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 26 Preliminary Engineering 62		NATL. FOREST (63)(68)	FH ROUTE NO. (69)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)			
CARD 4	CLASS OF FEDERAL FUNDS Landscaping and Scenic Enhancement								COUNTY NAME		
	NAME OF URBAN AREA 17-31 Portland								ROUTE NO. P	FE	

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED F TOTAL ESTIMATED COST	FEDERAL
1	(14-15)	(16	41	42	43 46	63		(54)(58)	(59) (66)	(67)
5					PE		US 26 2.6 mi. W of Multnomah Co. Line	0.0	200	200
5					ROW		(Cedar Hills Blvd. Interchange Section)			
5					CONST (CODE) Y003			0.0	($68,000)	
							PROJECT TOTALS	0.0	200	200

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

(16) (23)(24)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
(65)	ADT	14,000	26,000 (66)	89 (70)(71)(72)	08	Oregon	35 (2)(3)	669 (4)(9)	43 (14)(18)

PV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PROJECT NUMBER PREFIX LETTER(S) (14-23)	NUMBER (7-13)	SEQ. NO.	I. Projects Only POST MI. (24)(26)	DESIG. (27)
					LSF	27(2)			

COUNTY NAME: Washington — CODE: 067 (14)(15)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. P — FEDERAL-AID: 27 (32) — STATE: 47 (36)(37) — U.S.: 26 (41)

MILES (54)(58)	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST (59)(66)	FEDERAL FUNDS (67)(76)	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
0.0	200	200			Preliminary Engineering All Phases. (Future Landscaping of Interchange area with trees, shrubs and vines. ROW - 200' normal; Access Control - Partial; Parking Restrictions - Partial.
0.0	($68,000)				
0.0	200	200			

(16) (23)(24) (33)

REMARKS

For 37B: - On R/W-1, ROW-F, Sanitary Facility - N.

USCOMM DUSCOMM-DC 48908-P61

CEDAR HILLS BLVD. INTERCHANGE SECTION
Project LSF-27(2)

Existing Facility: Four 12' lanes of AC pavement with 10' shoulder and 60' median.

Project Data: The project consists of all phases of Preliminary Engineering for the preparation of plans for the landscaping of the Cedar Hills Blvd. Interchange complex.

The landscaping construction will be added by PR-9 to this project in the near future.

Public Hearing: Not required under paragraph 6c of PPM 20-8. However, design approval for the landscaping construction will be requested prior to submission of PR-9 and P S & E data for concurrent approval under PPM 21-17.

RECEIVED
AUG 12 1969
FOR FILING

Form [illegible] (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Bureau of Public Roads
Box 300
Salem OR 97308

7746

TO : Mr. Forrest Cooper, State Highway Engineer
~~Salem, Oregon~~

DATE: August 8, 1969

In reply refer to: 08-35-EC/710.18

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Landscaping and Scenic Enhancement Projects for Fiscal Year 1970

The six projects included in Mr. Porter's July 25, 1969 letter are approved, subject to programing, as the Section 319(b) program for Fiscal Year 1970.

8-12-69

REFERRED TO
Young - Barber
BY ASST. STATE HWY. ENGR.

RECEIVED
AUG 11 1969
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
JUL 25 1969
FOR FILING
7746

July 25, 1969

Mr. R. E. Simpson
Division Engineer
Bureau of Public Roads
477 Cottage Street, N.E.
Salem, Oregon 97301

Dear Sir:

Subject: Landscaping and Scenic Enhancement Projects for Fiscal Year 1970

We request approval of the following projects for fiscal year 1970 for landscaping and scenic enhancement under Section 319(b) of Title 23, United States Code, as amended by Section 6(f) of the Federal-Aid Highway Act of 1968.

1. Roadside Development, Cedar Hills Boulevard Interchange, Sunset Highway, Station 3131+50 through Station 3162+00. The project involves planting of trees, shrubs and vines, and A.C. paved landscape strip at curbed areas. Estimated cost, $68,000.

2. Roadside Development, Biddle Road Interchange, Crater Lake Highway, Station 2352 through Station 2364. The project involves installation of an underground irrigation system, lawn construction, and planting of trees, shrubs and vines throughout the interchange. Estimated cost, $122,700.

3. Silver Point Scenic Strip, Parcels No. 1 through No. 10, M.P. 31.64, Photo No. 1, will preserve an unusual view of the ocean and rocks. Any building here would ruin the vista. The area identified as File No. 19909, Photo No. 2, M.P. 32.29, preserves a valuable group of trees as a foreground for Hug Point. This area is adjacent to Lot No. 2 purchased with State funds for its valuable scenic qualities. The original survey team recommended this site for acquisition. The tracts qualify under the Highway Beautification Act as the property abuts on

a primary highway and is important to the scenic enhancement of the highway with outstanding ocean views for use and enjoyment of highway travelers. Estimated cost, $35,000.

4. Butte Creek Scenic Strip, M.P. 79, Pacific Highway. This is one of the few wooded strips adjacent to I-5 between Albany and Eugene. The area qualifies under the Highway Beautification Act as the property abuts on the Interstate Highway and is important to the scenic enhancement of the highway for use and enjoyment of the highway travelers. Estimated cost, $3,300.

5. Fogerty Creek Scenic Strip, M.P. 125, Oregon Coast Highway. This would preserve the native growth on top of the bluff and would protect the area from any commercial development that might destroy the scenic qualities. It qualifies under the Highway Beautification Act and is important to the scenic enhancement of the area. Estimated cost, $45,500.

6. Seal Rock Scenic Strip, M.P. 151, Oregon Coast Highway. This is a narrow strip between the highway and the ocean. The area qualifies under the Highway Beautification Act as the property abuts on the Coast Highway and is important to preserve the view of the rugged coastline and the ocean. Any development blocking this view would be regrettable. Estimated cost, $40,500.

The acquisition of adjacent strips by the State Highway Commission is in accordance with State law and the Commission accepts responsibility for administration and maintenance.

There are no buildings or other occupancy on these scenic strips; therefore, no resettlement is involved and the areas would be eligible for condemnation, if necessary.

Very truly yours,

Forrest Cooper
State Highway Engineer

By

R. L. Porter
Deputy State Highway Engineer

cc: Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
D. J. Barbee
L. H. Young
Ray Olson
D. H. Moehring
V. E. Skoog

REO:de sr

CEDAR HILLS BLVD. INTERCHANGE SUNSET HIGHWAY WASHINGTON COUNTY				SHEET No. 3
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS
8	OREGON			See Index

Preliminary

280-Pacific Waxmyrtle

195-Oregongrape

"Line

125 Oregongrape

55-Pacific Waxmyrtle

125-Pfitzer Chinese Juniper

110-Hairy Manzanita

830-State Hybrid Bearberry

NORTH

180-Pfitzer Chinese Juniper

Paving

40-Strawberry Madrone

180-Warminster Broom

330-State Hybrid Bearberry

110-Hairy Manzanita

15-Strawberry Madrone

59-Warminster Broom

6500 State Hybrid Bearberry

Const 2" A.C. Paving

Oregongrape

"X" Line

Trees:

(S) Shore Pine (9)

(C) California Incensecedar (3)

(G) Giant Arborvitae (2)

Install 1100 Feet Of 2" Wide A.C. Paving

95

Match Line

200-Pacific Wax Myrtle

195-Oregongrape

R/W ℄

120

"BR" Line

R/W ℄

BARNES ROAD

R/W ℄

125 Oregongrape

55-Pacific Wax Myrtle

60-Creambush Rockspirea

R/W ℄

110-Laurestinus Viburnum

℄ Access Control Line

1400 State Hybrid Bearberry

"CO" Line

Const. 2" A.C. Paving

180-Pfitzer Chinese Juniper

"LW" Line

SUNSET HIGHWAY

340

180-Warmin

"LE" Line

110-Hairy Manzanita

280-Oregongrape

6550-English Ivy

Const. 2" A.C. Paving

59-Warminster Broom

6500 State Hybrid Bearberry

"E" Line

R/W ℄

225-Oregongrape

Trees:
(S) Shore Pine (9)
(C) California Incensecedar (3)
(G) Giant Arborvitae (2)

"UX" Line

BUTNER ROAD

R/W 2

120

BARNES ROAD

R/W 2

350 - State Hybrid Bearberry

R/W 2

60 - Creambush Rockspirea

110 - Laurestin

1400 - State Hybrid

"CO"

3135

SUNSET HIGHWAY

Match Line

340

6350 - English Ivy

Cornet 2" A.C.

R/W 2

R/W 2

"UX" Line

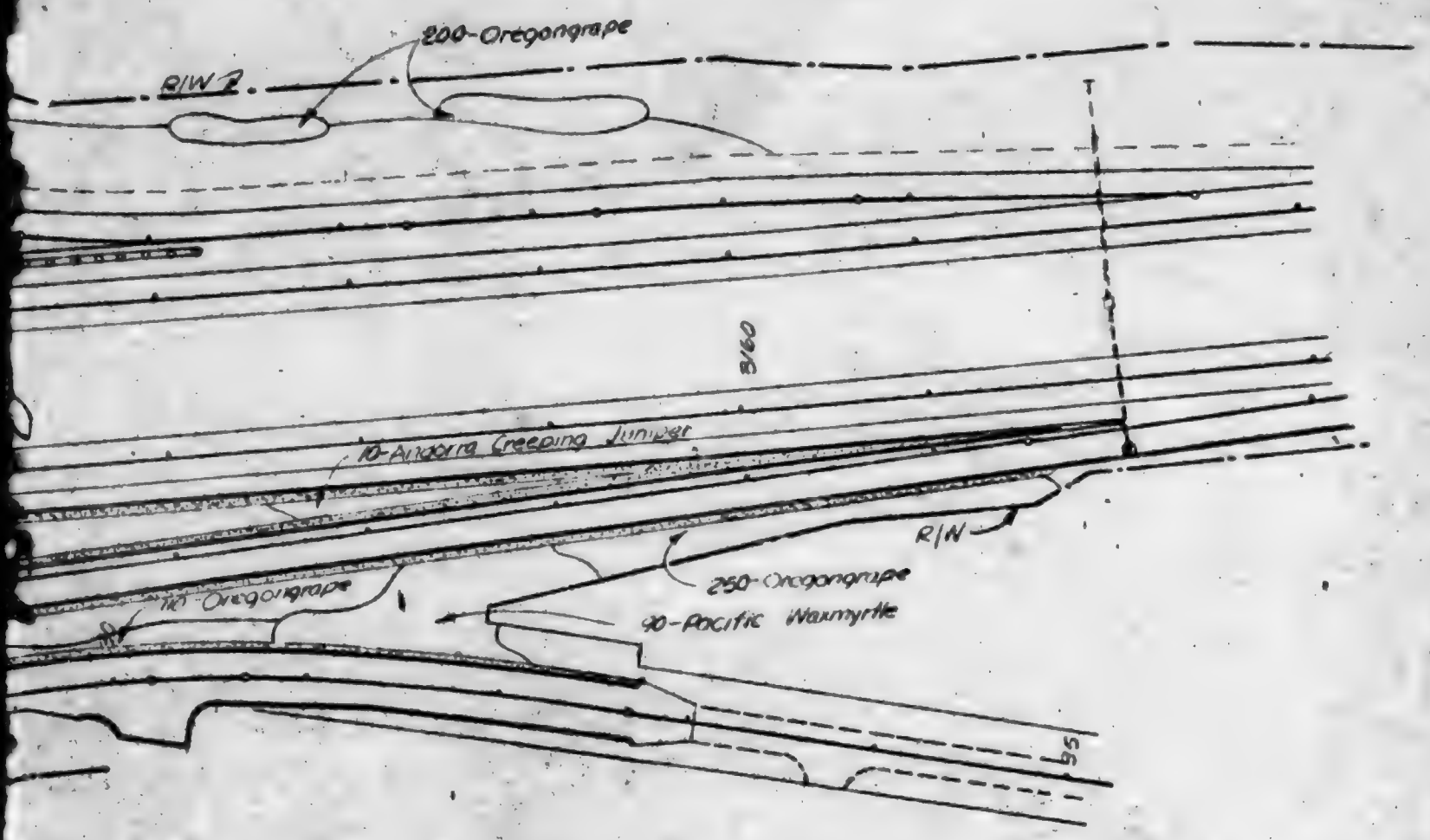
Match Line

91'

R/W 2

BUTNER ROAD

CEDAR HILLS BLVD. INTER CHANGE SUNSET HIGHWAY WASHINGTON COUNTY				SHEET No. 4
FED. ROAD Div. No.	STATE	PROJECT NUMBER	FISCAL YEAR	TOTAL SHEETS See Index
8	OREGON			



Install 5,690 Feet Of
2' Wide A.C. Paving

250 Oregongrape

"C" Line

310-Oregongrape

150-Hetz Blue Chinese Juniper

"CD" Line

"L" Line

200-Oregongrape

R/W

SUNSET HIGHWAY

"L" Line

30-Warminister Broom

Manzanita

Const. 2' A.C Paving

80-Oregongrape

10-Andorra Creeping

110-Oregongrape

"D" Line

Const 2' A.C Paving

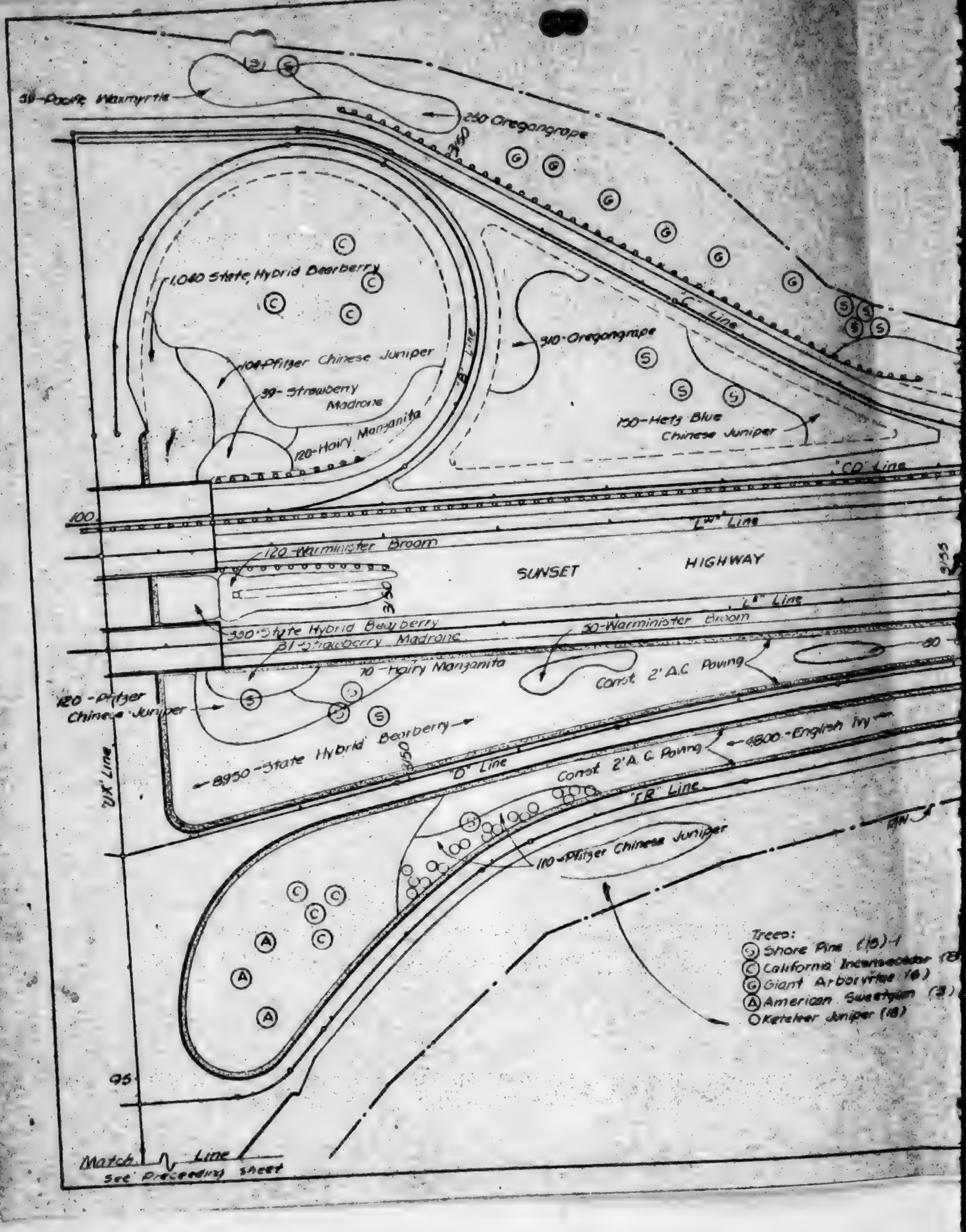
4800-English Ivy

"TR" Line

R/W

110-Pfitzer Chinese Juniper

Trees:
- (S) Shore Pine (15)-1
- (C) California Incensecedar (8)
- (G) Giant Arborvitae (6)
- (A) American Sweetgum (3)
- (O) Keteleer Juniper (18)


121
39-Dwarf Waxmyrtle
250 Oregongrape
350
1,040 Slate, Hybrid Bearberry
104 Pfitzer Chinese Juniper
39- Strawberry Madrone
120-Hairy Manzanita
"B" Line
310-Oregongrape
130-Hetz Blue Chinese Juniper
"C" Line
"CD" Line
100
"W" Line
120-Warminster Broom
SUNSET
HIGHWAY
330-Slate Hybrid Bearberry
81-Strawberry Madrone
50-Warminster Broom
70-Hairy Manzanita
Const. 2' A.C. Paving
120-Pfitzer Chinese Juniper
8950-Slate Hybrid Bearberry
"X" Line
"D" Line
Const. 2' A.C. Paving
4800-English Ivy
"E.R." Line
110-Pfitzer Chinese Juniper
95
Match Line
See Preceding sheet
Trees:
Shore Pine (15)
California Incensecedar (8)
Giant Arborvitae (6)
American Sweetgum (3)
Ketelear Juniper (18)

7747 Pacific Hwy. W. at Villa Rd. 1972
(Newberg) Sec., on Pacific Hwy. W.
(Traffic signal)

CLA 4405 - 1/21/72

7747

May 29, 1973

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen:

A post-final payment for $1,350 will be made to Graham Electric Company on Contract No. 7747 for traffic signal installation on the Pacific Highway West at Villa Road in the City of Newberg in Yamhill County as soon as the warrant is prepared.

The total amount paid on this contract will be $18,648 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Graham Electric Company
311 N. W. Broadway
Portland, Oregon 97209

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn Dick Hacek
C. O. Fredrickson

7747

May 21, 1973

Graham Electric Company
311 N. W. Broadway
Portland, Oregon 97209

Gentlemen:

Your request for a time extension of 45 days on Contract No. 7747 for work on the Pacific Highway West at Villa Road (Newberg) Section of the Pacific West Highway in Yamhill County, has been considered.

Careful consideration was given to the reason you submitted. In light of the available facts, a 45-day extension is granted which will eliminate all time liquidated damages on this project. This extension is based on a reasonable 190-day delivery of poles ordered by June 1. Your contract time count started May 20, 1972.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
C. O. Fredrickson
C. E. Payton
V. L. Gallagher

fw dpy

OREGON STATE HIGHWAY DIVISION

7747

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 21, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
Pacific Highway West at Villa Road (Newberg) Section
Contract No. 7747

Graham Electric Company, contractor on the subject project, has requested a 45-day extension of their contract time because of late delivery of signal poles. Bids were opendd on this project April 27, 1972 with four bidders. The project was completed January 19, 1973, with 45 days liquidated damages accrued at $30 per day ($1,350).

The contractor's material supplier ordered the steel signal poles from an Oregon firm which subsequently experienced business problems and has reportedly gone out of business. This same pole fabricator has been involved in late completion of several other of our signal projects where the delay has been considered to be beyond the contractor's control and therefore eligible for extension of the contract time. On this project, the contractor installed the poles promptly when they became availabe and completed the project within ten days.

I have granted a 45-day extension of time which will eliminate all time liquidated damages. This was a State project.

This matter will be on the agenda for your concurrence at the May 29 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
H. S. Coulter
V. E. Skoog
C. T. Keasey
C. O. Fredrickson
V. L. Gallagher
Gary Sund

JAB:fw dpy

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7747 Contractor Graham Electric Co.

Highway Pacific West

Section Pacific Hwy. West at Villa Rd. (Newberg)

Kind of Work Traffic Signal Installation

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 45 days extension for late delivery of poles.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No. 7747

Project designation State (State-Federal)

Date awarded May 9, 1972

Work started August 25, 1972

Per cent completed 100% Date Jan. 19, 1973

No. of Calendar Days Allowed 200

No. of Calendar Days Used 245

No. of Added Calendar Days Requested 45

SP*8246-724

M-330 (Rev.)—SM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date April 11, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 0 days to 45 days, within which to complete our Contract No. 7747, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Poles not available from supplier.

Respectfully submitted,

Graham Electric Co.
Contractor

By Dan C. Scheierman
Dan C. Scheierman - President

CONSENT OF SURETY

Date April 11, 1973

We, GENERAL INSURANCE COMPANY OF AMERICA, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

M. Mowrey
Attorney-in-fact

M. Mowrey (SEAL)

Resident Agent

FORM S-30 (REV. 10-65)

OK
Hsc

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 18, 1973

SUBJECT: Pacific Hwy. West at Villa Road (Newberg)
Contract No. 7747
Request for Time Extension

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

My first recommendation on Graham Electric Company's request for a 45-day time extension was submitted to you under date of May 1 in which I recommended 12 days. This was not approved. The contractor has since forwarded some information including a copy of a May 2 letter from Econolite which was supplying the materials but was securing the poles from Richolyn. We have learned of the slowness in securing poles from Richolyn last year and their ultimate termination of business from the time discussions on a couple other signal projects (Central Blvd. at Second Street (Coquille) with Hansen Electric and 2nd St.-Spruce Street (LaGrande) with Hamilton Electric Company). On the Coquille job we have recommended a complete time extension that would delete all liquidated damages (70 days). On the LaGrande job, which was a little later, Richolyn's situation had deteriorated to the point that the contractor re-ordered the poles he needed from a different supplier. In that situation, the field chose to give a stop work order to stop the accrual of time so the contractor was able to complete that project with one day left over.

This additional information, I believe, changes the complexion of the merit of time extension on the subject project. To be consistent, I believe we should grant Graham Electric a complete extension of 45 days which would delete all liquidated damages in the amount of $1,350.

This was a State project. Rough draft letters to the Commission and the contractor on the above basis are attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
MAY 18 1973
Office of
Assistant State Highway Engineer

GRAHAM ELECTRIC CO.

ELECTRICAL CONSTRUCTION & EQUIPMENT

311 N.W. BROADWAY
TELEPHONE: 228-1321
PORTLAND, OREGON 97209

Donald Beecroft
Res. Eng. O.S.H.
885 Airport Rd S.E.
Salem, Oregon

May 4, 1973

Sub: Contract # 7747

Gentlemen:

Enclosed is a copy of a letter from Edward T. Gosseck of Econolite, dated May 2, 1973, supporting our request for an increase in number of workdays to complete construction contract.

Please forward as required for consideration.

Respectfully yours,

Dan C. Schierman

Dan C. Schierman.

ENCL.

DCS/FS

NOTED
G. E. PAYTON

Noted by
J. K. Valentine

ECONOLITE Solving Tomorrow's Traffic Problems...Today

May 2, 1973

Graham Electric Company
311 N. W. Broadway
Portland, Oregon 97209

Attention: Mr. Dan Schierman

Subject: OSHD: Contract #7747 (Newberg Traffic Signals)

Dear Mr. Schierman:

On Dec. 14, 1972 we sent you a letter discussing the problems we were experiencing in attempting to expedite the poles from Richolyn for this project. We also transmitted a copy of our letter to Richolyn dated 11/1/72.

To further bring you up to date regarding Richolyn, we were forced to cancel seven entire orders with them since it was apparent that they could not deliver. This job and the Otty Road poles were the last two orders we obtained from Richolyn before they ceased operation. As you are aware, the rework for the Otty Road pole had to be done by another firm in Portland.

Since the late delivery of poles on this project was due to a supplier which was ceasing operation, we request that you attempt to obtain relief from any liquidated damages which may be assessed.

Very truly yours,

ECONOLITE, A Division of
Altec Corporation

Edward T. Gossack
District Manager

cc: General file

3685 MARKET ST N E SALEM, OREGON 97301 (503) 581-3857

A Division of Tamar Electronics, Inc
A Quality Company of LTV Ling Altec

FORM E-20 (REV. 10-69)

OK
JAB

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 1, 1973

SUBJECT: Request for Time Extension
Pacific Hwy. West at Villa Road
(Newberg) Section
Contract No. 7747

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

RECEIVED STATE HWY ENGR
MAY 2 '73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Act
File

This project covered the signalization of one intersection on Pacific Highway West. Graham Electric Company now requests a 45-day extension of time because of late delivery of the signal poles. The contractor's request is all too brief. He offers no dates or supporting information as to the circumstances on the pole delivery. Some pertinent dates are:

Bids opened	April 27, 1972
Contract sent	May 9, 1972
Time count started	May 20, 1972 (200 calendar days allowed)
Project site work started	August 25, 1972
200 days elapsed	December 5, 1972
Poles delivered	January 9, 1973
Contract completed	January 19, 1973

245 days elapsed - 45 days liquidated damages accrued at $30 = $1,350.

This job was contracted using the older plans and did not offer a choice of catalog poles. It was determined last year after a review of several signal jobs in the Bridge Section that we would recognize 190 days as a reasonable time to acquire fabricated poles (190 days from first ordering until job delivery). This 190-day criteria has been used in granting several time extensions on signal projects.

We do not know the exact day the contractor placed his pole order; however, the shop drawings prepared by the supplier are dated June 26. They were submitted for checking, promptly checked in the Bridge Section, and returned to the contractor by July 11. If we assume it was reasonable to get the pole order placed about June 1 (ten days after the contract time started) and then allow 190 days for the overall pole acquisition, we come to December 7. If we then add the actual ten days that it took to install the poles, we reach December 17, or 12 days after the contract time elapsed. We therefore reach the conclusion that

some tim e extension could reasonably be granted on this project, but not the entire 45 days.

The Region recommended an arbitrary 23 days extension as about one-half of the overtime. We recommend 12 days. This would leave 33 days or $999 liquidated damages in effect. This is fair treatment to a contractor that submits only a one-line request. This was a State project. Rough draft letters to the Commission and the contractor on this basis are attached.

JAB:fw
Enc.
cc V. L. Gallagher

RECEIVED
MAY 2 1973
Office of
Assistant State Highway Engineer

7747

April 30, 1973

General Insurance Co. of America
Portland Service Office
1500 S. W. 1st Avenue
Portland, Oregon 97201

Gentlemen:

On April 27, 1973, we wrote to you concerning release of final payment on Contract No. 7747 awarded to Graham Electric Co., for traffic signal installation on the Pacific Highway West at Villa Road in Newberg in Yamhill County.

Final payment on this contract is $864.90 and the total contract amount is $17,298. No work was performed under force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

da

cc Graham Electric Co.
311 N.W. Broadway
Portland, Oregon 97209

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacak
C. O. Fredrickson

5

OREGON STATE HIGHWAY DIVISION

7747

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 25, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7747, Work Completed January 19, 1973

Project Pacific Hwy. West at Villa Rd. (Newberg)

Highway Pacific West, County Yamhill

Type of Work Traffic Signal Installation

Contractor Graham Electric Co.

Recommended Acceptance Date April 25, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on May 29, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart
V. Gallagher, File

7747

FORM E-1 (REV. 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Pacific Hwy. West at Villa Road (Newberg)		WEEK ENDING: February 10, 1973
		SECTION PREFIX: 36-1606
HIGHWAY: Pacific West		COUNTY: Yamhill
NAME OF JOB: Pacific Hwy. West at Villa Rd.(Newberg)	KIND OF WORK: Traffic Signal Installation	
CONTRACTOR: Graham Electric Company	CONTRACT NUMBER: 7747	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 9, 1972	DATE WORK STARTED: August 25, 1972	ESTIMATED COMPLETION DATE: January 19, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS 200	CALENDAR DAYS USED 245
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 123
PROJECT AUTHORIZATION: $ 21,697.75		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 19,802.75	ENGINEERING AUTHORIZATION $ 1895.00	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 19,802.75	ENGINEERING COST TO DATE $ 1,800.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN 0 %	PERCENT OF AUTHORIZATION 95 %	DATE PROJECT WAS COMPLETED: January 19, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)					
TOTAL QUANTITIES CORRECTED TO DATE					
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE					
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

February	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4	Fair			
MONDAY 5	Showers			
TUESDAY 6	Fair			
WEDNESDAY 7	Clear			
THURSDAY 8	Cloudy			
FRIDAY 9	Clear			
SATURDAY 10	----			

Routing

Keasey — Pease

Bond — Glenn

Jackmond — Berg

Hardy

Johnson

Walker

RECEIVED
FEB 12 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
February SUNDAY 4	
MONDAY 5	
TUESDAY 6	
WEDNESDAY 7	
THURSDAY 8	
FRIDAY 9	Final Inspection given, contract considered complete January 19, 1973.
SATURDAY 10	

REMARKS

Final inspection given February 9, 1973 by G. Wimer, Regional Construction Engineer; E. Hardt, Bridge Construction Engineer; D. E. Beecroft, Resident Bridge Engineer; and George Hall, Newberg City Engineer. All contract work was completed January 19, 1973.

SIGNED D. E. Beecroft LOCATION Salem

D. E. Beecroft

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

RECEIVED
MAY 3 - 1972
FOR FILING

7747

May 2, 1972

Mr. M. C. Gilbert
Financial Officer
City Hall
Newberg, Oregon 97132

Dear Mr. Gilbert:

On April 26 bids were opened for the installation of traffic signals at the intersection of the Pacific Highway West and Villa Road in Newberg. The pertinent facts concerning this bid are tabulated below:

Low Bid	$18,550
Flagging	400
Subtotal	$18,950
Engineering & Contingencies (14 1/2 percent)	$ 2,748
Total Estimated Cost	$21,698
City's share (25 percent)	$ 5,425

If you will submit the City's share in the amount of $5,425, we will proceed to award the contract. It is necessary that the contract be awarded within 30 calendar days of the opening of the bids.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

VPJ:sv el
bcc: Tom Edwards
F. B. Klaboe
L. E. George
J. B. Boyd

RECEIVED
MAR 29 1972

FOR FILING

7247

DATE March 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
April 27 Bid Letting

Bids will be taken April 27, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. S. E. Foster Road-S. E. Causey Avenue Section, East Portland Freeway, Multnomah and Clackamas Counties
Grade and Structures Project

Sidewalks are being provided on overcrossing structures and various locations throughout the length of the project.

2. N. Columbia Boulevard-Marquam Bridge Section, Pacific Highway, Multnomah County
Sign, Illumination and Safety Project

No footpaths or bicycle trails are incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Arlington and Lime Sections, Columbia River and Old Oregon Trail Highways, Gilliam and Baker Counties
Pneumatic Applied Mortar Project

Same as Number 2.

4. La Grande Section, Old Oregon Trail Highway, Union County
Roadside Improvement Project

Same as Number 2.

5. Ross Island Bridge-Roadway Street Section, Pacific Highway East, Multnomah County Roadside Improvement Project

Same as Number 2.

6. Rickreall-Independence Junction Section, Willamina-Salem Highway, Polk County
Grade, Pave, Structure and Sign Project

Sidewalks are being provided on this project.

7. Sodaville Road-Vail Creek Section, Santiam Highway, Linn County
Grade and Pave Project

Sidewalks are being provided on this project.

8. 5th Street-Oak Street (Phoenix) Section, Rogue Valley Highway, Jackson County
Grade and Pave (Co-op.) Project

Sidewalks are being provided on this project.

9. S. E. 17th Street and Powell Boulevard Section, Mt. Hood Highway, Multnomah County
Grade, Pave and Structure Project

Sidewalks are being provided on this project. Previously on January 11 meeting agenda.

10. Gales Creek Road at "E" Street and Pacific Avenue at "B" Street (Forest Grove) Section, Washington County
Grade, Pave, Signals and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicated an absence of any need for such paths and trails."

11. Newmark Street-South City Limits (North Bend) Section, Broadway Street, Coos County
Grade and Pave Project

Same as Number 10.

12. Columbia River Highway-Old Portland Road Section, FAS 574 (Cable Road), Columbia County
Grade, Pave and Signal Project

Paths and trails will not be established under this project inasmuch as the cost of establishing such paths or trails would be excessively disproportionate to the need and use. Location/design approval for the project was given November 3, 1969. Subsequently, right-of-way and design criteria was established in 1970, which was before the effective date of ORS Chapter 376 as adopted by the 1971 legislature. Columbia County has already acquired the necessary right-of-way for the project based on a roadway consisting of two 12-foot travel lanes and 8-foot paved shoulders. To revise the roadway at this time and require the County to return to the property owners for additional right-of-way to accommodate a footpath or bicycle trail would cause unwarranted expense to the County.

13. Thompson Falls (MP 12.4) Slide Section, FAS 608, Lewis & Clark Road, Clatsop County
Slide Correction Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

14. Little Nestucca River (Meader) Bridge Section, Little Nestucca Highway, Tillamook County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

15. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Provides a bike route along the Willamette River. Previously on February 22 meeting agenda.

16. Columbia River (Astoria) Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

17. Youngs Bay Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

18. Charleston (South Slough) Bridge, Cape Arago Highway, Coos County
Painting Project

Same as Number 13.

19. Cascade Highway at Otty Road Section, Clackamas County
Traffic Signal Project

Same as Number 13.

20. Pacific Highway West at Villa Road (Newberg) Section, Pacific Highway West, Yamhill County
Traffic Signal Project

Same as Number 13. Previously on February 22 meeting agenda.

21. Mary S. Young State Park, Clackamas County
Grade, Pave and Building Project

Footpaths will be established within the park.

22. Cedar Hills Boulevard Interchange, Sunset Highway, Washington County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

23. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
Roadside Improvement Project

Same as Number 22.

These matters will be on the agenda for the April 6 meeting and your approval is requested.

JDM:jp 1a

bc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
Victor D. Wolfe
Gary Sund
Gary Ross

RECEIVED
APR 1 1972
FOR FILING
7747

TO Oregon State Highway Commission

DATE March 13, 1972

FROM Tom Edwards
State Highway Engineer

SUBJECT Traffic Signals, Newberg

On January 11, 1972, you approved an agreement with the City of Newberg for the installation of traffic signals at the intersection of Pacific Highway West and Villa Road. The estimated cost was $23,000, with the State to pay three fourths and to be funded with Minor Betterment Funds.

It is more appropriate that this project be charged to the current State Construction Program with bids to be opened April 27.

Your approval of this matter is recommended. It will be on the agenda for the April 4 meeting.

VPJ:sv cg

bc: Floyd Quary
George Baldwin
F. B. Klaboe
R. L. Schroeder
E. S. Hunter
L. E. George
J. B. Boyd
L. H. Young

RECEIVED
FEB 23 1972
FOR FILING

7747

5i

1-11-72

January 21, 1972

Hon. Clay Myers
Secretary of State
121 State Capitol
Salem, Oregon 97310

MISC. CONTRACTS and
AGREEMENTS No. 4405

Attention: Ione Hanson

Dear Mr. Myers:

Please publish in the February 1, 1972, issue of your Administrative Rules Bulletin the attached notice of the adoption of a rule concerning the installation of traffic control signals on Highway 1W in Newberg.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

FQ:fkn
Att.

I hereby certify that the Oregon State Highway Commission on January 11, 1972, approved the installation of traffic control signals at the intersection of the Pacific Highway West and Villa Road in the City of Newberg, Yamhill County.

cc George M. Baldwin
Tom Edwards
F. B. Klaboe
L. P. Shaw
A. E. Johnson
E. S. Hunter
Robert Schroeder
R. B. Sipprell
L. I. Lindas
L. E. George
Gary Sund

OREGON STATE HIGHWAY COMMISSION

NOTICE OF ADOPTION OF A RULE CONCERNING TRAFFIC SIGNALS IN NEWBERG

The Oregon State Highway Commission on January 11, 1972, approved the installation of traffic control signals at the intersection of the Pacific Highway West and Villa Road in the City of Newberg, Yamhill County, as prescribed in the Manual on Uniform Traffic Control Devices.

RECEIVED
DEC 30 1971
FOR FILING

7747

December 29, 1971

Oregon State Highway Commission

Gentlemen:

An agreement has been executed with the City of Newberg for the installation of traffic signals at the intersection of the Pacific Highway West and Villa Road.

By the terms of the agreement, the City will pay one-fourth of the cost of the installation and will care for future power bills. The State will pay three-fourths the installation cost and care for future maintenance. The estimated cost of the installation is $23,000 and the State's share will be charged to Minor Betterment Funds.

Notice of this proposed action will be published in the Secretary of State's Administrative Rules Bulletin January 1, 1972, and no remonstrances are anticipated as a result of the publication.

Your approval of the agreement and authorization for the Secretary to sign the agreement for and on your behalf is recommended.

This matter will be on the agenda for the January 11 meeting and I recommend its adoption as Rule No. 8.

Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
E. S. Hunter
L. E. George
V. E. Skoog
H. S. Cox
J. B. Boyd
Gary Sund

VPJ:pb fn

RECEIVED
OCT 18 1971
FOR FILE

CITY OF NEWBERG

414 EAST FIRST STREET
TELEPHONE 538-9421
NEWBERG, OREGON 97132

77417

October 13, 1971

Mr. Donald N. Harwell
Department of Transporation
405 State Highway Building
Salem, Oregon 97310

Dear Mr. Harwell;

The meeting with the Public Works Committee of the Council has been arranged for Wednesday noon, October 20th at Bowman's Restaurant, Newberg.

This meeting is arranged to discuss the couplet plan, however if time permits would also like to discuss the traffic signal at 99W and Villa. Please bring all information as to type of signal, lanes, etc. on this proposal.

Sincerely,

M. C. Gilbert
Finance Officer

MCG/ch

RECEIVED
COUNTY & CITY SECTION
OCT 14 1971
☐ ENGR. ☑ GeoT ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

RECEIVED
OCT 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cc: 10-15-71
R. L. Porter
F. B. Kloboe

Do either of you wish to attend or relate your position on the highway matters in Newberg? Please let me know prior to Wednesday, Oct. 20.
I will obtain maps from Location or Design for the couplet matter - perhaps Traffic can provide Villa Road data.
Don Harwell

DF

FORM B-30 (REV. 10-68)

7747

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 18, 1971

SUBJECT:
Request for Traffic Signal
Pacific Hwy. West at Villa Road
Newberg
FBK 3837 & FBK 3780

To: F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

3837
3780

The above numbered assignments concerned a request from Mr. M. C. Gilbert, Finance Officer for the City of Newberg, concerning the installation of a traffic signal at the above intersection. The City asks that such consideration be given after July 1, 1971, and in the second letter asks that someone contact Mr. Gilbert and discuss this matter.

There are attached letters from Mr. Asburry and Mr. Kuehn concerning the results of a January 22 contact. You will note that the City is considering this as a TOPICS project at such time as their TOPICS program gets under way.

Action has been taken in regard to moving the flashing beacon, which will be removed from the intersection of US 99w on River Street.

L. E. George
Operations Engineer

VPJ:pb
Attachments

copies 2-25-71

REFERRED TO
Cy
BY ENGR

RECEIVED
FEB 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BP 52475-734

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1971

To: MEMO TO FILES

SUBJECT: Request for Traffic Signal
Pacific Highway West
at Villa Road-Newberg
US99W-Hwy. No. 1W-M.P. 22.89

On January 22, Ray Asburry and I met with Mr. M. C. Gilber, Newberg Finance Officer and Mr. Herbert W. Hawkins, Newberg Chief of Police to discuss the possibility of installing a traffic signal at the subject intersection. They told us of the new houses in the area and the new road connecting the schools to Villa Road. They also mentioned the traffic generated by the hospital and swimming pool. They wanted to know if the signal could provide for left turns from US99W and be traffic actuated. This type of operation was explained to them.

They asked if this signal would qualify as a TOPICS project. We stated it would and they informed us they would like to talk to someone from the City-County Section before deciding on the method of financing. Newberg recently qualified for the TOPICS program with the 1970 census. This message has been relayed to Dick Bladorn of the City-County Section. I will write a report on this intersection, but nothing further should be done until the city decides if they want to use TOPICS money.

They also asked about placing the flashing beacon which will be removed from US99W and River at College and Hancock which is on the Hillsboro-Silverton Highway. They were informed to send a written request to the Highway Division and we would act on it.

Richard Kuehn

Richard A. Kuehn
REGIONAL TRAFFIC ENGINEER

RAK/sr

CC: Traffic

NOTED
R. D. ASBURRY

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1971

To: R. D. Asburry
REGIONAL ENGINEER

SUBJECT: Request for Traffic Signal
Pacific Highway West
at Villa Road - Newberg
US 99W - Hwy. No. 1W - M.P. 22.89

The subject intersection is a "T" type intersection just east of the downtown business area. Villa Road serves the hospital and a new swimming pool in addition to a residential area. Upon completion of another road in the near future, Villa Road will also serve two schools. US 99W is 56 feet wide between curbs and carries four lanes of traffic with a left turn refuge at Villa Road. Parking is prohibited. The signed speed is 35 MPH. Villa Road is 36 feet wide between curbs and has no striping or posted speed. All of the approaches to the intersection are level and tangent.

The attached manual count shows that 14,509 vehicles entered the intersection during a 24-hour period. 13,190 or 93% entered from the two highway legs.

A collision diagram is also attached. From January 1, 1966 to October 31, 1970 there were 6 accidents resulting in four injuries. Four of these are the type which would have been prevented by a traffic signal.

The Signal Warrant Comparison sheet shows that the highway volume greatly exceeds all warrants. The side street volume exceeds the Interruption of Continuous Traffic Warrant. This warrant is used when conditions on the major street cause undue delay or hazard to the side street traffic.

A two-phase signal would fit well with the signal under construction at River Street, giving a progression speed of 37 MPH. The posted speed is 35 MPH. The city wants a three-phase actuated signal and the left turning volume seems to warrant one. The progression speed would be the same as a two-phase signal.

Based on the traffic volume and accident record, it is recommended that a three-phase, actuated signal be installed at this intersection.

Richard Kuehn

Richard A. Kuehn
REGIONAL TRAFFIC ENGINEER

RAK/sr

C&A 4552
C&A 4557
RR 753

STATE COPY

cc: OSHD ~~(E S Hunter)~~ Counts
Wash. D.C. (HHO-32)

7 8 77

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ACCEPTANCE REPORT

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	1 6	Clackamas Multnomah	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
7-8-77	C. T. Christianson, A.E.		I-205-7(24)304
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
1-2-75	4-24-75	116 %	420 CWD
APPROVED EXTENSIONS	**LOCATION**		
156 CWD	I-205 from S.E. Foster Rd.south 2.77 miles		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.
*A copy of the State's materials certificate is attached to the Division office copy of this report.
There is compliance with section 1.23 of the Regulations pertaining to encroachments on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

S.E. FOSTER-S.E. CAUSEY SEC.
East Portland Freeway
Grading & Structures

This project provided for grading and structures on this section of I-205. The contract was completed on 1-2-75 at a final cost of $7,478,710 representing an 8% underrun. It should be noted, however, that work was deleted in the amount of $30,000 because the contractor was unable to complete all of the work. The quality of work was marginal in spite of continuous contract enforcement efforts by the Resident Engineer. This contractor made very little effort to coordinate his work with another contractor on the same section causing a significant increase in costs to the State on the other project. It should also be noted that the State was very generous with time extensions that reduced the amount of liquidated damages.

A statement of overruns and underruns is attached.

COPY SENT
JUL 8 1977
Washington

7-14-77
Ky

RECEIVED
STATE HWY ENGR
JUL 14 '77
REFER TO
FOR
Rte | Liaison | R/D | D/R | Stm | Ac | File

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
SIGNATURE C. T. Christianson		SIGNATURE E. J. Valach Original signed by E. J. Valach	
TITLE Area Engineer	DATE 7-13-77	TITLE DIstrict Engineer	DATE 7-13-77

FORM FHWA-1446 B (12-73) FORMERLY PR-33E — Previous Editions of PR-33E Will Not Be Used.

STATE COPY 7748

FORM APPROVED
OMB NO. 04-R2274

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

STATEMENT OF MATERIALS AND LABOR USED BY CONTRACTORS ON HIGHWAY CONSTRUCTION INVOLVING FEDERAL FUNDS

(PPM 20-2 and PPM 40-4)

ALL — *To be completed by Washington Headquarters Personnel*

PART A *(To be completed by FHWA or State Highway Personnel (See instructions on reverse))*

STATE	COUNTY	FEDERAL PROJECT NO.	URBAN (X) / RURAL ( )
Oregon	Clackamas	I-205-7(24)304	URBAN (X)

ITEM	DESCRIPTION	UNIT	ROADWAY QUANTITY	BRIDGE QUANTITY (Over 20 ft.)
	CONSTRUCTION TYPE CODES			
20	FINAL CONSTRUCTION COST	DOL.	5,300,511	2,853,514
21	LENGTH OF PROJECT	MILES	2,657	0.113

DATE STARTED: June 15, 1972

DATE COMPLETED: January 2, 1975

TOTAL NO. BRIDGES: 10

PART B *(To be completed by contractor - See instructions on reverse) (REMARKS: Attach plain sheet of paper)*

30	LABOR	TOTAL MAN HOURS: 332,396	GROSS EARNINGS: 3,344,485

CARD B	22	TOTAL COST OF ALL MATERIALS AND SUPPLIES	DOL.	2,045,924	820,425
	9	PETROLEUM PRODUCTS	GAL.	989,331	32,774
	1	CEMENT	BBL.		
CARD C	2	AGGREGATES PURCHASED	TON.	37,708	
	92		CU. YD.	7,604	
	3	BITUMINOUS MATERIAL	GAL.	235,538	
	4	LUMBER	THSD BD. FT.		827
CARD D	5	TIMBER PILING	LIN. FT.		20,035
	7	REINFORCING STEEL	LB.	12,600	3,555,859
	8	STRUCTURAL STEEL	LB.		638,000
	10	EXPLOSIVES	LB.	181,455	
CARD E	11	READY-MIXED CONCRETE	CU. YD.	4,265	15,900
	12	PREMIXED BITUMINOUS PAVING MATERIALS	TON		
	15	AGGREGATES PRODUCED	TON		
	95		CU. YD.		
CARD F	16	MISCELLANEOUS STEEL	LB.	400	540,278
	17	FENCING	LIN. FT.	32,263	
	18	GUARDRAIL	LIN. FT.	2,000	
	19	BRIDGE RAIL	LIN. FT.		3,193
CARD G	23	FINAL CONTRACT AMOUNT FOR SIGNS	DOL.	5,000	
	24	FINAL CONTRACT AMOUNT FOR LIGHTING	DOL.	16,000	

Blocks 48-70 to be completed by FHWA Washington Headquarters Personnel

48 — 52 | 53 — 61 | 62 — 70

CULVERT ITEMS

	ITEM	SIZE (In.)	LGTH. (Lin. ft.)
CARD H	6	CORRUGATED STEEL CULVERT	
CARD J	13	CONCRETE PIPE	
		6	977
		8	1,986
		10	1,656
		12	8,629
		15	4,085
		18	5,644
		21	506
		24	3,211
		27	675
		30	1,450
		36	2,354
		42	1,611
CARD K	14	~~CLAY PIPE AND DRAIN TILE~~	
		48	294
		54	2,450
		60	1,448
		66-72	6,837
CARD L	25	CORR. ALUMINUM CULVERT	
		8	1,646
		12	1,750
		15	1,434
		18	1,356
		24-60	873
CARD M	26	CAST IRON PIPE	

FORM PR-47 PREVIOUS EDITIONS ARE OBSOLETE
(REV. 10-72)

INSTRUCTIONS FOR PREPARING AND TRANSMITTING FORM PR–47

GENERAL REQUIREMENTS

Form PR-47 should be transmitted for each highway construction project involving Federal funds except those that consist primarily of the installation of protective devices at railroad grade crossings, those that are constructed on a force account or direct labor basis, Federal-aid Secondary projects, highway work under the direct supervision of the Federal Highway Administration, and highway beautification projects financed with 319(b) funds.

Form PR-47 should be transmitted with or in advance of the Final Report required by Policy and Procedure Memorandum 20-6.1.

A separate form should be transmitted for each contract except that data for two or more contracts on the same project may be combined when such contracts are completed at approximately the same time. In case of a combination, the earliest starting date and the latest completion date should be reported. Where a single contract covers more than one project, only one form should be prepared. A Form PR-47 should not be prepared for a contract covering only the purchase of material but the quantity of material should be reported when subsequently included in a construction project. In all cases, **only the original** of Form PR-47, typed or clearly lettered, and **no carbon or "fast" copies,** should be transmitted to the Washington Office.

If nonparticipating work is included in the contract, all data should be combined with the Federal-aid data in preparing the form. Data for any subcontract should be combined by the State or the division office with that for the prime contract if not so combined by the prime contractor. Quantities of State-furnished materials should be included with contract quantities, and costs of State-furnished materials should be added to Item 20 "Final Construction Cost" and also to Item 22 "Total Cost of All Materials and Supplies". **All quantities should be reported to the nearest whole unit and only in the units specified. All costs should be reported to the nearest dollar.**

Check urban or rural to indicate whether the major cost is for work within an urban area, or in a rural location.

All figures should be verified for reasonableness by State highway department and Federal Highway Administration division office engineers. The total material cost and the total man-hours and gross earnings should bear reasonable relationships to the contract construction amount. Also the quantity of each material reported should be reasonable with respect to the size and nature of the contract and with respect to the quantities of other materials. For example, if a large quantity of reinforcing steel is reported with no cement or ready-mixed concrete, an error of omission in reporting would be indicated.

Average figures for all of these relationships are shown in Tables PT-2a and PT-4 of HIGHWAY STATISTICS, in the published tabulations of highway construction material usage factors, and in an article on highway construction labor in PUBLIC ROADS volume 28, No. 6, February 1957.

Generally, the total cost of materials, supplies, and labor should be substantially less than the final construction cost, as the latter also includes costs of equipment ownership, overhead, and profit which are not required to be reported. If the final construction cost is less or only a few percent more than the total cost of materials, supplies and labor, the indication is that the contractor suffered a loss on the project or that there is an error in reporting. In such case, if it is determined that the figures reported are correct, a statement should be made on plain sheet of paper marked "Remarks" to the effect that the contractor actually did suffer a loss.

Part A - INFORMATION TO BE SUPPLIED BY FEDERAL HIGHWAY ADMINISTRATION OR STATE HIGHWAY PERSONNEL (See PPM-20-2, 20-6.1 and 40-4).

"Final Construction Cost" - Show best estimte of Federal and State costs incurred to date for contract items, extra work performed by contractor, and State-furnished materials.

"Length of Project." - Report official roadway mileage and official bridge mileage.

Part B. - INFORMATION TO BE SUPPLIED BY CONTRACTOR IMMEDIATELY UPON COMPLETION OF CONTRACT

Specific Instructions for the Following Numbered Items:

Item 1 - Report number of barrels of cement used on project. Do not report here the cement included in Item 11.

Items 2 and 92 - Report quantity of aggregates purchased from commercial producers, such as sand, gravel, crushed stone, etc. Do not report here, aggregates included in Items 11 and 12. Aggregates produced by the contractor shall be reported as Item 15 or 95.

Item 3 - Report number of gallons of bitumens such as asphalt and tar. Do not report here, bituminous materials included in Item 12.

Item 4 - Report all lumber products purchased for and used on the project, including plywood and pressed wood, but excluding timber piling, lumber in fencing, guardrail, and signs, and lumber purchased for or used on previous projects and previously reported. The quantity of lumber should be reported as the number of **thousand board feet (MFBM)** and not as the number of board feet (FBM).

Item 5 - Report timber piling in linear feet, regardless of size.

Item 6 - Report, by size, regardless of class, type, gauge or coating, number of linear feet of corrugated steel pipe, structural plate pipe, pipe-arches and arches.

Item 7 - Report total number of pounds of reinforcement for both structures and pavement. Include estimated quantities of reinforcing and prestressing steel in purchased precast units, except concrete pipe reinforcement.

Item 8 - Report total number of pounds of all structural steel, steel H-piling, and sheet piling.

Item 9 - Report total number of gallons of all gasoline, diesel oil, lubricating oil, and grease for equipment and trucks. For conversion purposes use factor of 8 pounds of grease per gallon.

Item 10 - Report total number of pounds of explosives, exclusive of caps and fuses.

Item 11 - Report total number of cubic yards of ready-mixed concrete plus estimated quantity of concrete in purchased precast units, excluding Item 13.

Item 12 - Report total number of tons of bituminous paving mixtures that are purchased in a prepared condition ready for placement as they reach the job.

Item 13 - Report, by size, regardless of class, type, gauge or coating, total number of linear feet of plain and reinforced concrete drain and culvert pipe.

Item 14 - Report, by size, total number of linear feet of clay pipe and drain tile.

Items 15 and 95 - Report total quantity of aggregates such as sand, gravel, crushed stone, etc., produced by the contractor.

Item 16 - Report estimated total weight of steel products not appropriate for Items 6, 7, and 8, such as joint devices, tubular piling, etc.

Items 17, 18 and 19 - Report total lengths, in linear feet, of all types of fencing, guardrail and bridge rail.*

Item 22 - This should be the total cost, at the jobsite, of all construction materials and supplies purchased for and used on the project, including the cost of materials for signing and lighting and the cost of any materials and supplies not specifically listed hereon. Costs of equipment or equipment rental and the cost of operating the equipment, except the costs of fuel and lubricants, should not be included in this item. Small items of equipment such as jackhammers, handtools, repair parts, tires, etc., are not considered to be supplies. Costs of such items and also overhead costs should not be included. The amount included here for aggregates produced should be only the cost paid by the contractor for the aggregates and should not include the costs of excavating, processing, loading and hauling. Wages and man-hours for aggregates produced should, of course, be included with item 30.

Item 23 - Report final contract amount for all types of signs including foundations, posts, structural supports, etc. Do not include traffic signals.*

Item 24 - Report final contract amount for highway and bridge lighting including foundations, conduits, standards, wiring, switches, luminaires, etc. Do not include traffic signals.*

Item 25 - Report, by size, number of linear feet of corrugated aluminum culvert.

Item 26 - Report, by size, number of linear feet of cast iron pipe.

Item 30 - Report total man-hours worked by, and earnings of all contractor's employees on the project, including those on operation and maintenance of equipment.

*Quantities of steel, concrete and lumber used in connection with Items 17, 18, 19, 23 and 24 should not be reported unless difficulties are encountered in segregating such quantities from total quantities.

GPO 937-978

7748

6-1-76

In the Circuit Court of the State of Oregon

for the County of Multnomah

DARRELL HAMEL

vs. *Plaintiff*

THE STATE OF OREGON acting by and through the Oregon State Highway Division

Defendant

No. A 76 06 07910

SUMMONS

To THE STATE OF OREGON, acting by and through the Oregon State Highway Division

Defendant

IN THE NAME OF THE STATE OF OREGON: You are hereby required to appear and answer the complaint filed against you in the above entitled cause within ten days from the date of service of this summons upon you, if served within this county; or if served within any other county of this state, then within twenty days from the date of the service of this summons upon you; or if served outside the state of Oregon but within the United States, then within four weeks from the date of the service of this summons upon you; or if served outside the United States, then within six weeks from the date of service of this summons upon you; and if you fail so to answer, for want thereof, the plaintiff will apply to the court for the relief demanded therein.

NOTICE TO DEFENDANT:
READ THESE PAPERS CAREFULLY!

You must "appear" in this case or the other side will win automatically. To "appear" you must file with the court a legal paper called a "motion," "demurrer" or "answer." This paper must be given to the court within * 20 days along with the required filing fee. It must be in proper form and have proof of service on the plaintiff or his attorney to show that the other side has been given a copy of it.

If you have questions, you should see an attorney immediately.

* If summons is served within the above named county, insert "10" days; if served within any other county in the state, insert "20" days; if served outside the State of Oregon but within the United States, insert "four" weeks; if served outside the United States, insert "six" weeks.

FRANK W. MOWRY
ATTORNEY FOR PLAINTIFF
5302 S. E. POWELL BLVD
PORTLAND, OREGON 97206
TELEPHONE 777-2297

FRANK W. MOWRY

STATE OF OREGON, County of Multnomah) ss.

I, Frank W. Mowry, *do hereby certify that I prepared the foregoing copy of summons and have carefully compared the same with the original thereof; and that it is a true and correct copy of said original.*

Portland, Oregon, dated the 1st day of June, 1976

Frank W. Mowry

of Attorneys for Plaintiff

TO THE SHERIFF, OFFICER OR OTHER PERSON SERVING THIS SUMMONS:

You are hereby directed to serve a copy of the within summons, together with a copy of the complaint, upon the defendant...,

and a copy of the within summons only upon the other defendant ,

of Attorneys for Plaintiff

accepted 6-23
9:30 am for P. B. Klarke
orig to Barrie 6-23

NOTED
P. B. KLARQE

IN THE CIRCUIT COURT OF THE STATE OF OREGON

FOR THE COUNTY OF MULTNOMAH

DARRELL HAMEL, and DOLORES HAMEL, Husband and Wife, Plaintiffs, vs. THE STATE OF OREGON acting by and through the Oregon State Highway Division, Defendant.	No. A 76 06 07910 SUIT IN EQUITY INVERSE CONDEMNATION

Plaintiff alleges:

I.

That at all times material hereto plaintiffs were and now are the owners of a certain parcel of real property located in Multnomah County, Oregon, legally described as:

> The East 75 feet of Lot 5, LAURINVILLE ADDITION to the City of Portland, County of Multnomah and State of Oregon.

II.

That at all times material hereto defendant was acting by and through its instrumentality, the Oregon State Highway Division, which has the power to exercise the right of eminent domain.

III.

Between the dates of May 1, 1973 and October 1, 1974 the defendant was engaged in the construction of a section of highway commonly referred to as I205 adjacent to the above described real property.

//

FRANK W. MCWRY
ATTORNEY AT LAW
5302 S.E. POWELL BLVD.
PORTLAND, OREGON 97206
TELEPHONE 777-2297

IV.

That the defendant in the construction of said highway through the use of blasting and/ or heavy equipment caused extensive and severe vibrations to travel on and across the property of the plaintiffs.

V.

That as a direct and proximate result of the highway construction by the defendant, plaintiffs were caused to suffer severe and extensive damages to plaintiffs' home located on the above described real property, all to plaintiffs' damages in the sum of $10,000.00, said sum representing the difference in the market value of the real property and improvements thereon prior to the commencement of said construction in the value of said property immediately following the completion of said highway construction.

VI.

That prior to the commencement of these proceedings and on or about April 10, 1975 the plaintiffs gave notice to the defendant in writing of plaintiffs' damages and made claim therefore. That defendant has refused and still fails and refuses to pay said damages or any part thereof.

VII.

That it was necessary for plaintiffs to employ an attorney to prosecute this action for plaintiffs. That the sum of $5,000.00 is a reasonable sum to be awarded as and for plaintiffs' attorney fees incurred herein.

FRANK W. HOWRY
ATTORNEY AT LAW
8302 S.E. POWELL BLVD.
PORTLAND, OREGON 97206
TELEPHONE 777-2297

VIII.

That said action on the part of the defendant has constituted a partial taking of plaintiffs' property.

IX.

Plaintiff has no plain, speedy or adequate remedy at law.

WHEREFORE: plaintiffs pray for a Decree of this Court:

1. Declaring that said action on the part of the defendant constituted a partial taking under the Laws of Eminent Domain in the State of Oregon.

2. Awarding plaintiff damages in the sum of $10,000.00 plus plaintiffs' attorney fees in the sum of $5,000.00 and plaintiffs' costs and disbursements incurred herein.

4. Restraining and enjoining the defendant from causing further damage and destruction to the plaintiffs' real property.

FRANK W. MOWRY
Attorney for Plaintiffs

FRANK W. MOWRY
ATTORNEY AT LAW
8302 S.E. POWELL BLVD.
PORTLAND, OREGON 97206
TELEPHONE 777-2257

STATE OF OREGON
County of Multnomah ss.

I, DARRELL HAMEL swear or affirm I am the ~~one of the plaintiffs~~ and I believe the foregoing Complaint to be true.

DARRELL HAMEL

Subscribed on oath or affirmation before me this 1st day of June, 1976.

(SEAL)

FRANK W. MOWRY
Notary Public for State of Oregon
My Commission Expires: June 30, 1979

I certify that the foregoing Complaint is a true, exact and full copy of the original.

Dated: June 16, 1976.

Frank W. Mowry
Attorney for Plaintiffs

I certify that on _____, 19____, I personally served a true, exact and full copy of the within _____, on _____, Attorney of record for the _____ by leaving the copy with his clerk in his absence at his office at _____, Oregon.

_____
Attorney for _____

I certify that on _____, 19____, I personally served a true, exact and full copy of the within _____, on _____, Attorney of record for the _____.

_____
Attorney for _____

I certify that I served the foregoing _____ on _____ by depositing a true, full and exact copy thereof in the United States Post Office at _____, Oregon on _____, 19____, enclosed in a sealed envelope, with postage paid, addressed to:

Attorney(s) of record for the _____.

_____
Attorney for _____

FRANK W. MOWRY
ATTORNEY AT LAW
5302 S.E. POWELL BLVD.
PORTLAND, OREGON 97206
TELEPHONE 777-2297

7748

OREGON STATE HIGHWAY DIVISION

NOTED
H. S. COULTER

P.O. BOX 30 • SALEM, OREGON • 97310

ROBERT W. STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

November 19, 1975

Mr. Glen Green
Division Engineer
Federal Highway Administration
Salem, Oregon

RE: Assessment of National Small Rural Watershed Program
Your File 1041DA.5/740.1

Dear Mr. Green:

(10 pies in) 8310, 8308 + RES 5

You recently wrote to Mr. Beecroft requesting information on maintenance experiences relating to culvert damage and repair. This information was to be used in connection with a research project being done by gky & Associates.

Our maintenance records do not lend themselves to provide the costs you are seeking. In our Management System, we do have an activity called Minor Drainage Installations. We have budgeted $81,179 for this activity for the present fiscal year.

It appears to me from your question that you are seeking specific experiences relating to various culvert damage and repair projects. If this is the case, then the research contractor would probably be best served by interviewing field maintenance people who are actually doing the physical work of repairing minor drainage structures.

If I can supply any further information, please advise and I will attempt to do so.

Very truly yours,

ORIGINAL SIGNED BY
D. H. MOEHRING

RECEIVED
NOV 20 1975
Office of
Assistant State Highway Engineer

D. H. Moehring
Maintenance Engineer

DHM:ji
bc: H. S. Coulter
Gordon Beecroft

Form FHWA 121 (Rev. 8-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: November 7, 1975

In reply refer to: 1041DA.5/740.1

SUBJECT: "Assessment of National Small Rural Watershed Program" - Request for Culvert Statistics

FROM : G. L. Green, Division Administrator

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Attention: Mr. Gordon Beecroft

COPY COPY

The FHWA Office of Research has initiated a contract with gky & Associates for the "Assessment of National Small Rural Watershed Program" which provides a comprehensive independent assessment of the watershed program to keep with the long range goals of the Federal Highway Administration and State highway agencies. It is an integral part of the total assessment of an economic-statistical analysis that will assist administrators in making decision regarding the future of small watershed programs.

The assessment of the small watersheds program is based on an economic-statistical approach where the relevant economic data in terms of installation costs of culvert structures, and maintenance or replacement costs of these structures are analyzed. It would be appreciated if your agency could supply the necessary data.

They would like to have culvert inventories relating to cost of installation, size, drainage area, and location from which accurate parameters could be developed. If such data are directly available from any source, our preference would be for such data. However, it appears that culvert inventories do not exist. It will be necessary to assemble what data appear to be available to generate suitable statistical parameters. The statistics developed will have direct applicability to this project, and should have continuing relevancy for future FHWA studies in this area. Consequently, the following items appear to be generally available for data purposes and would serve the purpose of this project:

1. Half-scale highway plans (of recent vintage) and corresponding contractors' bid sheets for representative highway projects (several miles in length) for:

   a. Interstate construction
   b. primary construction
   c. secondary construction
   (sets of each reflecting rural construction in both mountains and level terrain would be appropriate).

RECEIVED
STATE HWY ENGR
NOV 12 '75
REFER TO
FOR
Dist. | Insp. | R.D. | O.R. | Sign | Rd. | File
X

2. Maps showing ADT (Average Daily Traffic) counts (also of recent vintage).

3. Maintenance experiences relating to culvert damage and repair, summarized to show original cost, replacement or repair costs, service interruption, and attendant private property loss.

Since the contract is of relatively short duration it is important that the information be received in the near future.

If you could participate or have any questions please feel free to contact Mr. R. A. Nichols of this office.

G. L. Green

7748

13

August 20, 1975

Granite Construction Company
Box 699
Watsonville, CA 95076

Gentlemen:

We have reviewed your third request for an extension of time on Contract No. 7748 for work on S.E. Foster-S.E. Causey Section of the East Portland Freeway in Clackamas and Multnomah Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, a complete time extension has been approved. This eliminates all liquidated damages; 41 days on the overall and 270 days on the early phase.

This complete extension is granted with the understanding that there are no other claims on the project and that no other claims will be forthcoming from the contractor.

Very truly yours,

F. B. Klaboe, Administrator
and State Highway Engineer

bc: E. S. Hunter
H. S. Coulter
C. T. Keasey
V. E. Skoog
Dick Hacek
Bob Church
Ed Hardt

fr dpy

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

August 14, 1975

FILE: CON 5 #7748

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: S.E. Foster-S.E. Causey
Contract No. 7748
Third Request for Time Extension

Attached is a draft of a brief letter to the contractor granting a complete time extension on this project. Since we have FHWA concurrence in extensions for all but 222 days on the early phase, this means that these nonparticipating days at $100 per day, or $22,200 will be nonparticipating. I reached this conclusion in a different manner than the Region time analysis. The general discussion with yourself and Al Johnson sanctioned a complete time extension.

The time recommended by the Region consists of the first 57 days plus a seasonal factor of two, or 114 days plus a winter 3 month no count period (this is shown in green on the attached copy of the contractor's time chart submitted with his most recent extension request). In effect, the Region recommendation after allowing for no count holiday stop orders would extend to April 4, 1973. The flaw, I believe, in taking this position concerns the time in the spring after April 4 up to sometime in late May during which was probably still too wet for good production and in fact for most of the April time the reports indicate there wasn't much grading production. In other words, I believe there is still a seasonal effect in April and the first half of May, 1973 that the Region method would not be taking into account. On the other hand, the Region method is too liberal when it grants the entire first 57 days counted in the contract. The contractor simply wasn't going to start the very first day building the 92nd Ave. fills.

I considered the following approach.

Grant time July 15 to August 9, 1972 or 24 days. This I believe covers a period when production in the vicinity of 92nd Ave. could have been expected to proceed had there been no encumbrances (the controversial utility line was out of the way by August 9).

Grant all the time from September 18, 1972 when the grading momentum stopped for the season until May 20, 1973. Some grading is accomplished during this time intermittently, but as a practical matter, the seasonal influence lasted through this period. This equals 240 days counted.

RECEIVED
AUG 15 1975
Office of
Assistant State Highway Engineer

This 240 days plus the 24 recommended above is 264 days. This would leave only 6 days in effect. Having come this close, I believe we might as well grant a complete time extension and have the benefit of no further claims from the contractor.

Another point which the contractor has mentioned is why the State persisted in calling bids on the 92nd Ave. structures on September 28, 1972, with the apparent fill progress (or lack of it) then existing. In other words, did the State try to mitigate its loss? I think this factor puts us even more on the defensive as far as these liquidated damages are concerned.

JAB:fr

Att.

cc: Robert Church

GRAPH II FOR 92 MI RIVER EMBANKMENTS
OSHD CONTRACT 1148

Feb | Mar | Apr | May | June 12 | July | Aug | Sept — Specified | Oct | Nov | Dec | Working days | Work Charged

Original Schedule 1972 — 81 days — 8/31 + 57 = 10/27 (+34 dormant) — 81

Utility & ROW Delay — (57) — 58 — 6

Time Allowed — 83

Time Used 1972 — 41 days — 8/19 — 9/18 — 41 — 3½

Second Delay 1972 — dormant — 104 — 4

Second Delay 1973 — +89 — +23 = 3/23 — +12 — 4/14 — Accum. "Stop" Time — Liq. start damages (Beg. res.) — 149 — 3½

Strike — 5/22 — 6/14 — (strike) — 6/15 — 8/8 — 53 — 53

Time Used 1973 — 18

Total Time Used — 59

E-230 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 7, 1975

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 603 days to 644* days, within which to complete our Contract No. 7748, without the assessment of liquidated damages. The said contract is described as follows:
S.E. Foster Road - S.E. Causey Ave. Section East Portland Freeway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter and charts.

*We also respectfully request a change in the date for completion of the work described in Section 108.08(a) of the Special Provisions to August 8, 1973 for reasons set forth in the attached letter and charts.

Respectfully submitted,

GRANITE CONSTRUCTION COMPANY
Contractor

By Richard H. Roberts
RICHARD H. ROBERTS, Vice President

CONSENT OF SURETY

Date February 10, 1975

We, Pacific Indemnity Company and Federal Insurance Company, as surety(ies) on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

PACIFIC INDEMNITY COMPANY
By Fern Stroh
Attorney-in-fact
Fern Stroh, Attorney-in-Fact

Resident Agent

FEDERAL INSURANCE COMPANY
By: Fern Stroh
Fern Stroh, Attorney-in-Fact
(SEAL)

E-320 (Rev.)—SM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission

ACKNOWLEDGMENT OF ANNEXED INSTRUMENT

STATE OF CALIFORNIA
COUNTY OF Santa Cruz } ss.:

On this 10th day of February in the year one thousand nine hundred and seventy-five before me, WINONA J. SKOCKO, a Notary Public in and for the County of Santa Cruz residing therein, duly commissioned and sworn, personally appeared FERN STROH known to me to be the Attorney-in-Fact of FEDERAL INSURANCE COMPANY, the Corporation that executed the within instrument, and also known to me to be the person who executed the within instrument on behalf of the Corporation therein named and acknowledged to me that such Corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal in the County of Santa Cruz the day and year in this certificate first above written.

OFFICIAL SEAL
WINONA J. SKOCKO
NOTARY PUBLIC - CALIFORNIA
Principal Office in SANTA CRUZ County
My Commission Expires May 11, 1977

Winona J. Skocko
Notary Public in and for the County of
Santa Cruz State of California

My Commission expires May 11, 1977

SF-670

PRINTED IN U. S. A.

Date February 10, 1975

We, Pacific Indemnity Company and Federal Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

PACIFIC INDEMNITY COMPANY
By Fern Stroh
Attorney-in-fact
Fern Stroh, Attorney-in-Fact

Resident Agent

FEDERAL INSURANCE COMPANY
By Fern Stroh
Fern Stroh, Attorney-in-Fact
(SEAL)

E-320 (Rev.)—SM—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission

ACKNOWLEDGMENT OF ANNEXED INSTRUMENT

STATE OF CALIFORNIA
COUNTY OF Santa Cruz } ss.:

On this 10th day of February in the year one thousand nine hundred and seventy-five before me, WINONA J. SKOCKO, a Notary Public in and for the County of Santa Cruz residing therein, duly commissioned and sworn, personally appeared FERN STROH known to me to be the Attorney-in-Fact of FEDERAL INSURANCE COMPANY, the Corporation that executed the within instrument, and also known to me to be the person who executed the within instrument on behalf of the Corporation therein named and acknowledged to me that such Corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal in the County of [redacted] the day and year in this certificate first above written.

STATE OF CALIFORNIA,
County of Santa Cruz } ss.

On this 10th day of February 1975, before me, Winona J. Skocko a Notary Public in and for said County and State, residing therein duly commissioned and sworn, personally appeared FERN STROH known to me to be the duly authorized Attorney-in-Fact of PACIFIC INDEMNITY COMPANY, and the same person whose name is subscribed to the within instrument and he (she) acknowledged to me that he (she) subscribed his (her) own name as the Attorney-in-Fact for and on behalf of PACIFIC INDEMNITY COMPANY.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this Certificate first above written.

OFFICIAL SEAL
WINONA J. SKOCKO
NOTARY PUBLIC - CALIFORNIA
Principal Office in SANTA CRUZ County
My Commission Expires May 11, 1977

Winona J. Skocko
Notary Public in and for Santa Cruz County, State of California

Form G1000 Rev. F (568)

Attorney-in-fact
Fern Stroh, Attorney-in-Fact

by [redacted]
Fern Stroh, Attorney-in-Fact
(SEAL)

Resident Agent

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7748 Contractor Granite Construction Company

Highway East Portland Freeway

Section S.E. Foster-S.E. Causey

Kind of Work Grade, Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend complete time extension, 41 days overall and 270 days on the early phase because of delay in access to 92nd Ave. fill areas; due to right of way exclusion and utility line adjustment; seasonal impact delayed part of work into following season. Eliminates all liquidated damages.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7748
Project designation	I-205-7(24)304 State-Federal
Date awarded	May 30, 1972
Work started	June 15, 1972
Per cent completed	Date
No. of Workdays Allowed	535 CWD
No. of Workdays Used	
No. of Added Workdays Requested	

SP*0286-734

From the desk of:

H. Scott Coulter

-2

7-28-75

I asked Bond to analyze Regions approach to time on early phase and to see what figure would be if less generous consideration of time were used — ie contractor (if delayed at all) was not hindered by utility lines from beginning of work day onward. — he would mowing dirt on that day. — etc.

John will also draft letter as basis for discussion reflecting what he comes up with ——

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
PO Box 300
Salem OR 97308

RECEIVED
STATE HWY ENGR
JUL 24 '75
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE: July 22, 1975

In reply refer to: 1041DA.6

NOTED
H. S. COULTER

RECEIVED
JUL 24 1975
Office of
Assistant State Highway Engineer

SUBJECT: Oregon Project I-205-7(24)304
SE Foster-SE Causey Section
East Portland Freeway
Contract 7748 - Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

7-24 I'll
see Jim Bond

The request for extension of contract time on this project, as presented in Mr. Coulter's letter of July 18, 1975, has been reviewed. The current amount of liquidated damages assessed to Granite Construction is $39,300. It should be noted that Price Agreement No. 1 on Contract 7832 paid Lord Bros. $49,269 because of delays caused by Granite ($10,000 in excess of liquidated damages charged), plus a 100-day time extension in addition to the 122 days of free time covered by the "stop work order" in effect from October 27, 1972 to February 26, 1973. These could be considered "actual damages" to the State.

Your point is well taken; however, in evaluating the importance of time at the end of the job as compared to the precontract period. Due to changes in emphasis by the local political leadership it became necessary to reevaluate the transportation planning. Because of this reevaluation the "crash program" atmosphere was nullified and, since the section north of Foster was not on the immediate implementation schedule, the urgency of opening this section to traffic was lost.

The practice of awarding contracts on top of each other and awarding contracts before all of the right-of-way is available are high risk procedures and encourage exploitation by some of the less honorable contractors. FHWA did approve of proceeding with this contract with full knowledge of the risks being taken. In accepting our part of the responsibility, then I agree that the overall time of completion lost its significance and I concur in an extension of 41 days under that provision at $300 per day.

In connection with the work affecting the 92nd Avenue structures however, I believe that Granite Construction could have avoided the scheduling problems between contractors if they had pursued the work properly and given more attention to quality of workmanship. Federal Participation should reflect the assessment of liquidated damages at $100 per day for the 222 days of lost time to Lord Bros., the cost of which was borne by the State, leaving an extension of 48 days time in this category.

If any of the remaining time is granted it will be at the sole expense of the State. I sincerely hope that coordination problems such as those encountered on this project are avoided in the future.

for G. L. Green

bc [illegible]. B. Klaboe
E. S. Hunter
C. T. Keasey
E. L. Hardt
Robert Church

OREGON STATE HIGHWAY DIVISION

DATE July 18, 1975

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter ORIGINAL SIGNED BY H. S. COULTER
Assistant State Highway Engineer

SUBJECT Third Request for Time Extension
S.E. Foster Rd.-S.E. Causey Ave. Section
Contract No. 7748
Oregon Project No. I-205-7(24)304

This project was considered complete January 2, 1975 with 41 days of liquidated damages assessed on the overall completion requirement ($300 per day) and 270 days of liquidated damages on the early phase requirement ($100 a day). This is after two earlier extensions based on seasonal delay effects of 1973 labor disputes (115 days) and added orders and extra work (68 days), both applicable only to the overall completion requirement. In this third request, the contractor again requests additional time on both of these reasons and also cites right-of-way and utility delay allegedly affecting the early phase completion.

It is difficult to measure the true effect of the 1973 labor disputes. Your file will indicate that more time was recommended previously than the 115 days in which you concurred. After rather lengthy investigation and review of the progress on this project and specific related items, we have reached the conclusion that it is questionable whether there is a valid basis to assess liquidated damages. We believe it appropriate to cite some pertinent overall perspective.

The project was once set for a February 24, 1972 bid opening. This was first revised to April 27, then further delayed to May 18. The 420 calendar workday completion time was a minimum and was used to try to hold the project to a two-season completion. The early phase requirement for completion of the fills each side of 92nd Avenue was a particularly close

requirement, and this phase was set out to accommodate a separate structures contract on which bids were to be opened later in the year (in September). At that time, the construction of the I-205 route (East Portland Freeway), of which these projects were a part, had a very high priority in our scheduling. This is evidenced by the tight completion requirement and the right-of-way exclusions we had in our plans at time of bidding to expedite the contracting. The two-season construction objective was further condensed by the delays in bid opening until May 18. A special bid opening for just this project was held on that date and this resulted in the subject contract. The outlook then was that further contracts would be forthcoming to make significant progress in building this new route.

Our Schedule of Contract Lettings in mid-1972 showed three other major projects between the subject section and the proposed junction with I-80N to be contracted within a year (by mid-1973). As the next two years unfolded, our original objective had to be drastically altered. Even now, over three years later, we have been unable to contract further projects beyond this one. The major public benefit which we were trying to provide has still not materialized. This situation compromises the State's position greatly as far as assessing liquidated damages for the late completion of this project.

The surfacing and paving project which is now under way on this same section is on schedule and present outlook is that it will be completed this year. The 92nd Avenue structures contract is also completed, so when we consider that one season's delay occurred because of the 1973 labor problems, the overall project completion for public use of the Foster-Causey Section should still be available only one season later than was contemplated three years ago.

On the premise that liquidated damages should be charged only if actual damage is sustained by the State, or its represented public, we favor this more broad overall approach in judging the merit of time extension and liquidated damages on this project. We therefore ask your concurrence in time extension which would delete all liquidated damages that have been assessed.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

July 16, 1975

FILE: CON 5 #7748

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: S.E. Foster Rd.-S.E. Causey Ave.
Contract No. 7748
Third Request for Time Extension

Herewith a suggested draft letter to FHWA requesting a complete time extension on this project. The recent discussion with Al Johnson and yourself reached the conclusion that a complete time extension was favored.

I have gone over the attached draft with the FHWA Area Engineer. I find that FHWA will almost certainly not concur in a complete time extension. Two factors that are clearly in the record can be cited by FHWA:

1. Any extension related to the early right of way exclusions or utility adjustments (the telephone line at 92nd Ave.) are contrary to the commitments the State makes at the time a project is going to bid. Any time based on these reasons will have to be non-participating.

2. The existence of Price Agreement No. 1 on the 92nd Ave. structures Contract No. 7832 increased the cost of that project by $49,269, due entirely to delay from the 92nd Ave. fills which were to be built under the subject project. There is 222 days delay in the record justifying this P.A. No. 1. This includes 100 days time extension on the structures contract which was built in as a part of the P.A. plus 122 days of suspended time at the beginning of what should have been the contract time.

The indication I get from the Area Engineer is that based on the attached proposed request to them, he will recommend extension for everything except 222 days related to the early phase. This is time at the $100 per day rate, or $22,200 liquidated damages they would expect to remain in effect. If FHWA concurs in the balance (amounting to $17,100 in liquidated damages) we could still consider granting some part of the $22,200 remaining (all on the early phase) as non participating. This non-participating time would be for right of way and utility delay. In this way, we could reduce the remaining liquidated damages down to an amount that the contractor might absorb without further complications.

Final payment has been made to Granite closing out the rest of the contract and they are quite anxious for our answer on this time extension.

JAB:fr
Att.
cc: Robert Church

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 24, 1975

FILE: CON 5 #7748

FROM: John A. Bond
Construction Administration Engineer

SUBJECT: S.E. Foster-S.E. Causey
Contract No. 7748
Time Liquidated Damages

TO: H. S. Coulter
Assistant State Highway Engineer

Granite Construction Company has made another request for time extension and since the project is now completed, this request would amount to a complete time extension. There is already a rather lengthy file concerning the liquidated damages on this project. As it was completed there are 272 days liquidated damages at $100 a day on the early phase (August 31, 1972 to August 7, 1973 minus strike and holiday time) plus 41 days on the overall project requirement at $300 per day for $12,300 (October 20, 1974 to December 1, 1974 dormant period). The contractor's request on the early phase (and this would logically have to apply to the overall phase as well) is still based on late adjustment of the utility wires on 92nd Ave. and late use of a small parcel of right of way on the north side of Johnson Creek at S.E. Flavel Street.

The Region recommendation is now to recognize both of these reasons as valid for extension. In doing this, the overall liquidated damages of 41 days is easily eliminated. The time liquidated damages on the early phase ran continuous once it started, so one component of the Region recommendation is to grant the ordinary three month winter dormancy for December, January and February of 1972-73. This, along with a seasonal upward adjustment of the right of way and utility time factor, comes up with a total of 203 days to apply to the early phase which would leave 69 days at $100 per day in effect.

The contractor has retained legal counsel on this matter and has made it clear that unless he gets a complete time extension, he will pursue some as yet undefined claims, even though Price Agreement No. 21 deleting remaining work indicates otherwise.

We recently posed to our own counsel the possibility of seeking even more than the early phase liquidated damages since because of the late completion and availability of 92nd Ave. fills, the State made an adjustment to the separate structures contractor in the amount of $49,269. Our counsel's opinion is that we are limited to the liquidated damages. The structures contractor recently made another claim related to his early delay and rebar price escalation. It was just denied.

Construction's conclusions are that the two reasons involved on the early phase did not delay its completion anything like the 200+ days involved here. We cannot say with certainty that they did not delay to some very small degree. The right of way involved was a very small parcel

RECEIVED
APR 25 1975
Office of
Assistant State Highway Engineer

and the utility line adjustment was comparatively minor. We do not believe that at the time these factors were present, they had the impact now alleged. Incidently, both these reasons may not be valid for participation from FHWA's standpoint.

As a possible compromise step, there would be some basis to not count the days through the normal three month winter dormant period, consistent with the way the days were counted on the overall completion time. We could probably get FHWA concurrence in that and do it as an administrative decision on the State's part.

Engineering is over the authorization by about $148,000. Engineering costs associated with just the early phase work are not easily segregated.

Please note that at least two of the earlier letters to the contractor were signed by our Chief Engineer. We believe any decision to now reverse the positions taken then should be arrived at very carefully. Our complete file pertinent to this problem is attached. We could discuss it further at your convenience.

JAB:fr

Att. (Complete File)

cc: Robert Church

7748

R

July 14, 1975

Pacific Indemnity Company
Plaza 600
Seattle, WA 98181

Gentlemen:

On April 29, 1975, we wrote to you concerning release of final payment on Contract No. 7748 awarded to Granite Construction Company for work on S. E. Foster Road-S. E. Causey Avenue Section of the East Portland Freeway in Multnomah and Clackamas Counties.

The total contract amount is $8,114,725.04 including $298,168.54 for work performed under force account.

Very truly yours,

C. W. Head
COMMISSION SERVICES

cc Granite Construction Company
PO Box 900
Watsonville, CA 95076

Federal Insurance Company
1400 Plaza 600
6th & Stewart Street
Seattle, WA 98101

bc C. T. Keasey
Walt Hart
V. E. Skoog, Att. Dick Hacek
E? L? Hardt

fkn/hb

7748

OREGON STATE HIGHWAY DIVISION

BOB STRAUB
GOVERNOR

F. B. KLABOE
Administrator of Highways

METROPOLITAN SECTION • 5821 N.E. GLISAN • PORTLAND, OREGON 97213

May 27, 1975

JIM STEVENS
Granite Construction Company
9100 Southeast Fuller Road
Portland, OR 97266

Subject: SE Foster-Causey Section I-205
Contract: 7748

Your request for reconsideration of a time extension for the subject project is under consideration by the Highway Division.

Due to the fact that it is a re-consideration of an earlier request, a rather lengthy review process is required for consideration of your request.

R. N. BOTHMAN
Metropolitan Engineer

ebg

cc: H. S. Coulter
C. T. Keasey

NOTED
H.S. COULTER

RECEIVED
MAY 2 6 1975
Office of
Assistant State Highway Engineer

7748

STATE OF OREGO.

HIGHWAY DIVISION

INTEROF MEMO

CON R

TO: C. W. Head
J. Bond
R. Church
C. Barrett

DATE: April 29, 1975

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Granite Construction Co.
Contract 7748

Treasury Bill 132075C, in the amount of $50,000.00, has been deposited in lieu of retainage on contract 7748. (Safekeeping Receipt 1554). This replaces Treasury Bill 201252C (Safekeeping Receipt 1539) in the amount of $100,000.00, which has been returned to the contractor. The net effect of these transactions is a $50,000.00 reduction of the amount on deposit on contract 7748.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

81-125.1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1554

SAFEKEEPING RECEIPT

Received for Account of Granite Construction Company

Date April 25, 1975

Address P. O. Box 900
Watsonville, California 95076

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
United States of America Treasury Bill Dated February 27, 1975 Due August 28, 1975	#1320750	1	50,000				$ 50,000.00
							$ 50,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7748

Authority ORS 279.575

Countersigned by Emily Rohde Deputy Cashier

Linda Addleman
State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 25, 1975

Granite Construction Company
P. O. Box 900
Watsonville, California 95076

Attention F. D. Moller, Jr.

Gentlemen:

Enclosed please find State Treasurer's Safekeeping Receipt No. 1554, dated April 25, 1975, in the amount of $50,000.00 covering U.S. of America Treasury Bill #132075C.

We have credited State Highway Contract No. 7748.

This cancels State Treasurer's Safekeeping Receipt No. 1539.

Also enclosed is our invoice in the amount of $26.45 to cover the cost of returning the Bearer Bill to Bank of America, San Francisco, California.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Division; Dick Hacak

COPY

7748

R

STATE OF OREGON
HIGHWAY DIVISION

INTERO ICE MEMO

DATE: April 11, 1975

TO: C. W. Head R. Church
J. Bond C. Barrett

FROM: R. J. Hacek,
Accounting Systems Officer

SUBJECT: Granite Construction Co.
Contract 7748

Safekeeping Receipt 1539, in the amount of $100,000.00 has been issued to replace receipts 1511 for $200,000.00 and 1529 for $100,000.00, which have been cancelled.

Copies of the transmittal letters and Safekeeping Receipts will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

NOTED
C. W. HEAD

RECEIVED
APR 11 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

84

№ 1539

SAFEKEEPING RECEIPT

Received for Account of: Granite Construction Company

Date: April 9, 1975

Address: P. O. Box 900
Watsonville, California 95076

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
United States of America Treasury Bills Dated October 31, 1974 Due May 1, 1975	2012520	1	100,000				$100,000.00
							$100,000.00

Purpose of Deposit: In lieu of retainage on State Highway Contract No. 7748

Authority: ORS 279.575

Countersigned by: Emily Rohde — Deputy Cashier

Ernest A. Miller
State Treasurer

SPECIAL INSTRUCTIONS

9

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 9, 1975

Granite Construction Company
Engineering Contractors
P. O. Box 900
Watsonville, California 95076

Attention F. D. Moller, Jr.

Gentlemen:

Enclosed please find Oregon State Treasury Safekeeping Receipt No. 1539, dated April 9, 1975, in the amount of $100,000.00 covering U.S. Treasury Bill No. 2012520, dated October 31, 1974, due May 1, 1975.

We have cancelled State Treasurer's Safekeeping Receipts No. 1511 and No. 1529.

We have credited State Highway Contract No. 7748.

Also enclosed is our invoice in the amount of $50.45 to cover the cost of returning the Bearer Bills to Bank of America, San Francisco, California.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde

Emily Rohde

Enclosures

cc: State Highway Division; Dick Hacek

COPY

4

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

April 9, 1975

Bank of America
Securities Officer
Securities Custody and Clearance Dept. 3255
P. O. Box 37003
San Francisco, California 94137

Attention Norma T. Blackmore

Gentlemen:

As per instructions from Granite Construction Company, Watsonville, California, we are enclosing the following U.S. Treasury Bills:

No. 83447C	$100,000.00	
No. 201251C	100,000.00	
	$ 200,000.00	Bearer bonds

Credit Granite Construction Company account 345-2.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: Granite Constuction Company
cc: State Highway Division

Please acknowledge receipt of the above U.S. Treasury Bills by signing and returning the duplicate copy of this letter.

7748

K

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

April 9, 1975

Oregon State Treasurer
Rm. 103 State Capitol Bldg.
Salem, OR 97310

Attention: Emily Rohde

Please release the following securities deposited in lieu of retainage on contract 7748, Granite Construction Co., to the Bank of America as requested in the contractor's letter of April 7, 1975 (Copy Attached):

U.S. Treasury Bill	83447C	Receipt 1529	$100,000.00
U.S. Treasury Bill	201251C	Receipt 1511	$100,000.00

The remaining Treasury Bill on deposit on this contract must be retained until retainage is reduced.

Vernon E. Skoog
Controller

by

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Granite Construction Co.

bc: C. W. Head R. Church
J. Bond C. Barrett

NOTED
C. W. HEAD

7748

April 9, 1975

Nelson Construction Co., Inc.
P. O. Box 943
El Cajon, California 92022

Gentlemen:

This is to acknowledge receipt of your recent claim letter advising us that Granite Construction Company owes you for labor and materials as set forth in Exhibit A in the amount of $8,353.11.

From the description given in your letter, this appears to be in reference to the Granite Construction Company Contract No. 7748, S.E. Foster Rd.-S.E. Causey Ave. Section of the East Portland Freeway in Multnomah and Clackamas Counties.

The Pacific Indemnity Company and Federal Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim, and we will notify all interested parties. The Secretary of State's office has informed us that this claim was filed in their office and was assigned File No. 4926. Please advise this office when your claim has been satisfied.

Very truly yours,

C. W. Mead
CONMISSION SERVICES

CWM:ja

cc Pacific Indemnity Company
Plaza 600
Seattle, Washington

Granite Construction Company
P. O. Box 900
Watsonville, California 95076

Federal Insurance Company
Bonding Department
1400 Plaza 600
6th & Stewart St.
Seattle, WA 98101

4/9/75
Notified
card
js

OFFICE OF THE SECRETARY OF STATE

CLAY MYERS
SECRETARY OF STATE

[redacted]

LYNDON A. S. WILSON, JR.
RICHARD M. BANTON

ELECTIONS AND PUBLIC RECORDS
DIVISION
STATE CAPITOL
SALEM, OREGON 97310
378-4144

April 2, 1975

Ringo, Walton & Eves
Attorneys at Law
P. O. Box 1067
Corvallis, Oregon 97330

Gentlemen:

We have received and filed as of March 31, 1975, Notice of Claim by Nelson Construction Company, Inc., in the sum of $8,353.11 against the bond taken from Granite Construction Company and Pacific Indemnity Company, surety, for labor and materials for work on the East Portland Freeway, Contract No. 7748.

Our filing number is 4926.

Sincerely,

Richard M. Banton
Assistant Secretary of State
By

Carol Pickerel
(Mrs.) Carol Pickerel
Chief Clerk, Public Records

cp

cc: Oregon State Highway Division
C. W. Head, Commission Services
Highway Building
Salem, Oregon 97310

RECEIVED
APR 3 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

TO: Secretary of State
Oregon State Highway Commission
✓Oregon Department of Transportation
Granite Construction Co.
Pacific Indemnity Co.

NOTICE IS HEREBY GIVEN that the undersigned, NELSON CONSTRUCTION CO., INC., has a claim for labor and materials as set forth on Exhibit A attached hereto and incorporated herein by this reference in the sum of $8,353.11 against the bond taken from Pacific Indemnity Co. for the work of highway construction on SE Foster Road and SE Causey Avenue Freeway Project, also known as East Portland Freeway Contract No. 7748, Oregon State Highway Division.

NELSON CONSTRUCTION CO., INC.

By Paul Nelson
President

RECEIVED
APR 1 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

RECEIVED
STATE HWY ENGR
MAR 31 '75
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File
NOTED

RECEIVED
MAR 31 1975
OFFICE
DIRECTOR of TRANSPORTATION

SINCE 1950

NELSON CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

P.O. BOX 943 707 E. BRADLEY
EL CAJON, CALIFORNIA 92022
PHONE: 449-0655
CONTRACTORS LICENSE NO. 156404

STATEMENT

December 1, 1974

To: Granite Construction Co.,
P.O. Box 699
Watsonville, California 95076

Contract			$ 323,800.00
Contract Change Orders			1,493.47
Less change on footage of pipe			29,584.40
Less: Clear & Grubb			1,600.00
		Total contract	$ 294,109.07
Less credit (taken)			283.20
		Total	293,825.87
Payments received:			
8/22/72	Payment #	1	6,120.66
9/14/72	"	2	713.12
9/5/72	"	3	125,000.00
10/19/72	"	4	24,467.20
11/1/72	"	5	31,122.00
11/17/72	"	6	85,069.96
12/18/72	"	7	3,026.08
1/12/73	"	8	2,584.03
2/6/73	"	9	10,304.86
		Balance due on contract	$ 5,417.96
Right of Way Billing - Invoice No. 579			2,935.15
		TOTAL DUE - - - - - - - - - - - - - - -	$ 8,353.11

SINCE 1950

NELSON CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

P.O. BOX 943
707 E. BRADLEY
EL CAJON, CALIFORNIA 92022
PHONE: 449-0655
CONTRACTORS LICENSE NO. 156404

STATEMENT

December 1, 1974

To: Granite Construction Co.,
P.O. Box 699
Watsonville, California 95076

Contract		$ 323,800.00
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12/18/72	" 7	3,026.08
1/12/73	" 8	2,584.03
2/6/73	" 9	10,304.86
	Balance due on contract	$ 5,417.96

Right of Way Billing - Invoice No. 579 (Claim) 2,935.15

TOTAL DUE - - -

7748

FORM E-1 1969 (2 64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

R

NAME OF JOB: S.E. Foster Rd.-S.E. Causey Ave.	SECTION: S.E Foster Rd.- S.E. Causey Ave.	WEEK ENDING: March 29, 1975
CONTRACTOR: Granite Construction Co.	HIGHWAY: East Portland Freeway	SECTION PREFIX: 603-1020
DATE OF CONTRACT: May 30, 1972	KIND OF WORK: Grading & Structures	COUNTY: Mult./Clack.
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN ____ SUPERVISION ____	CONTRACT NUMBER: 7748	FEDERAL AID PROJECT NUMBER: I-205-7(24)304
PROJECT AUTHORIZATION: $9,585,718.65	DATE WORK STARTED: June 15, 1972	ESTIMATED COMPLETION DATE:
EXCLUSIVE OF ENGINEERING: $8,904,146.09	SPECIFIED WORK DAYS:	WORK DAYS USED:
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $8,585,068.22	SPECIFIED CALENDAR DAYS: 603	CALENDAR DAYS USED: 644
ESTIMATED PERCENT OF UNDERRUN: 3.6 %	SPECIFIED COMPLETION DATE: a)Aug.31,72 b)Oct.31,72	PERCENT OF TIME ELAPSED: 107%
	ENGINEERING AUTHORIZATION: $681,573.56	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST:
	ENGINEERING COST TO DATE: $743,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION:
	PERCENT OF AUTHORIZATION: 109 %	DATE PROJECT WAS COMPLETED: Jan.2,1975 By PA#21

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD.	Ch. Ch.
100	100	100				100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	2.77	1.10	0	0	1.10
MILES PARTIALLY COMPLETED	2.77	1.10	0	0	.60
MILES COMPLETED	0	0			.60
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,029,000CY	18,200TON			16,400TON
TOTAL QUANTITIES CORRECTED TO DATE	1,870,096CY	19,256TON			17,046TON
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	1,870,096CY	19,256TON			17,046TON
AVERAGE DAILY QUANTITIES	0	0			0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0	DRAINAGE STRUCTURES		0
NUMBER OF SHIFTS PER DAY	0	0	0	0	0
HOURS PER SHIFT	0	0	0	0	0

EQUIPMENT USED DURING THE WEEK

NONE

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	13540	13540A	Potland Traction Johnson Cr.	13541	13540A	13541B	92nd	11070A	Lester	9712	Otty	9713	Temp Detour
PERCENT	100	100		100	100	100		100		100		100	100

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Rain	0		
MONDAY	Broken Clouds	0		
TUESDAY	Clear	0		
WEDNESDAY	Cloudy	0		
THURSDAY	Clear			
FRIDAY	Light Clouds			
SATURDAY				

Routing

Kessey K — Scofield S
Bond B — Glenn
Jackmond — Berg
Harwood
Johnsen
Walker

RECEIVED
MAR 31 1975
CONSTRUCTION SECTION

BEN GIFFORD

7748

R

CON-5-7748

OREGON STATE HIGHWAY DIVISION

Robert W. Straub
GOVERNOR

F. B. KLABOE
Administrator of Highways

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 27, 1975

TO Mr. G. L. Green, Oregon Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

RECEIVED
STATE HWY ENG
APR 9 '75
FOR
Info | Inves | R/D | D/R | Sign | Act | File

RECEIVED
APR 10 1975
Office of
Assistant State Highway Engineer

4-10-75
cy Keasey
Church

SUBJECT Request Contract Acceptance
Federal Aid Project
No. I-205-7(24)304

Contract 7748, Work Completed January 2, 1975

Project S.E. Foster Road-S.E. Causey Avenue

Highway East Portland Freeway

Counties Multnomah and Clackamas

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date February 19, 1975
based on Final Inspection

G. L. Green
Oregon Division Engineer

NOTED
H.S.COULTER

CTChristianson:cst

7748

STATE OF OREGON

INTER[O]FICE MEMO

DATE: March 20, 1975

O: C. W. Head
J. Bond

C. Barrett
Contract Payments

ROM: R. J. Hacek
Accounting Systems Officer

UBJECT: Granite Construction Co.
Contract 7748

Safekeeping Receipt 1529 in the amount of $100,000.00 has been issued to replace cancelled Safekeeping Receipt 1401 for $200,000.00. Treasury Bill 83446C, covered on Receipt 1401, for $100,000.00, has been returned to the contractor as it is no longer needed as a deposit in lieu of retainage.

A copy of the transmittal letter and Safekeeping Receipt will be filed, in the contract file, in the Commission and Staff Services office.

JP:pl

.125-1387

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 1529

Received for Account of: Granite Construction Co.

Address: P.O. Box 900, Watsonville, California 95076

Date: March 17, 1975

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
U.S. Treasury Bill Dated October 10, 1974 - Due April 10, 1975	83447C	1	100,000				$100,000.00
							$100,000.00

Purpose of Deposit: In lieu of retainage on State Highway Contract No. 7748

RECEIVED
MAR 18 1975
Contract Accts.

Authority: ORS 279.575

Countersigned by: Emily Rohde — Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

March 17, 1975

Granite Construction Company
P. O. Box 900
Watsonville, California 95076

Gentlemen:

Enclosed please find State Treasury Department safekeeping receipt No. 1529, dated March 17, 1975, in the amount of $100,000.00.

We have credited State Highway Contract No. 7748.

This cancels State Treasury safekeeping receipt No. 1401.

We are also enclosing our invoice in the amount of $1.40 to cover the cost of sending the bond to Bank of America.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By: Emily Rohde
Emily Rohde

Enclosures

cc: State Highway Department, Dick Hacek

RECEIVED
MAR 18 1975
Contract Accts.

RECEIVED
MAR 18 1975
FINANCE BRANCH
OREGON STATE HIGHWAY DIVISION

COPY

#7748

R

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon
March 17, 1975

FILE:

FET

FROM: Frank E. Terpin
Final Design Engineer

SUBJECT: S.E. Foster Rd.-S.E. Causey Ave. Sec.
East Portland Freeway Highway
Clackamas and Multnomah Counties

TO: O. T. Keasey
Construction Engineer

It has been brought to our attention that a pH factor in excess of the maximum allowable limits for unprotected metal pipe will result from lime treatment of the subgrade.

In view of this information you are requested to require of the contractor that all metal pipe to be used in the proposed work is to have Type A asphalt coating for corrosion protection.

Copy in CON 6

Please review other projects under contract and, where practical, require that all metal pipes be protected with a Type A coating if they are: 1) two feet or less from lime treated material or, 2) designed to carry subsurface drainage from lime treated material.

NOTED
H.S. COULTER

FET:we
cc: ~~H. S. Coulter~~
E. S. Hunter
J. H. Versteeg
John C. Jenkins

RECEIVED
MAR 18 1975
Office of
Assistant State Highway Engineer

7748

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

March 13, 1975

State Treasury Department
103 State Capitol Building
Salem, OR 97310

Attention: Emily Rohde

Retainage on contract 7748 has been reduced to a lump sum. Treasury Bill 83446C in the amount of $100,000.00 is no longer needed as a deposit in lieu of retainage. Safekeeping Receipt No. 1401 should be cancelled and a new Safekeeping Receipt issued for Treasury Bill 83447C in the amount of $100,000.00.

Treasury Bill 83446C can now be returned to Granite Construction Co., PO Box 900, Watsonville, California, 95076, Attention Frank Moller.

Vernon E. Skoog
Controller

by R J Hacek

R. J. Hacek
Accounting Systems Officer

JP:pl

cc: Frank Moller
Granite Construction Co.

RECEIVED
MAR 14 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

7748

Claim E-15

FILED
MAR 12 1975
CLAY MYERS
SECRETARY OF STATE

DEPARTMENT OF TRANSPORTATION

HIGHWAY BUILDING • • SALEM, OREGON • • 97310

ROBERT W. STRAUB
~~TOM McCALL~~
GOVERNOR

GEORGE M. BALDWIN
Director of Transportation

SAM R. HALEY
Deputy Director

March 10, 1975

Harry Williams Enterprises
2621 N. Albina Ave.
Portland, OR 97227

NOTED ON CARD
3/13-

Gentlemen:

This is in reply to your recent letter with attached invoice stating that Galey Construction Company (subcontractor) owes you for material in the amount of $12,487.01. From the description given in your letter, this appears to be in connection with the Granite Construction Company Contract No. 7748, S.E. Foster Road-S.E. Causey Avenue Section of the East Portland Freeway in Multnomah and Clackamas Counties.

The Pacific Indemnity Company and Federal Insurance Company furnished the performance bond on this contract which is given to assure completion of the contract and payment of all bills incurred in it. We are advising them of the receipt of your claim letter and we are also forwarding your letter to the Secretary of State for filing.

Please advise this office when your claim has been satisfied.

Very truly yours,
ORIGINAL SIGNED
C. W. HEAD

C. W. Head
COMMISSION SERVICES

CWH:js

cc Pacific Indemnity Company
Plaza 600
Seattle, Washington

Federal Insurance Company
Bonding Department
1400 Plaza 600
6th & Stewart St.
Seattle, WA 98101

Granite Construction Company
P. O. Box 900
Watsonville, CA 95076

RECEIVED
MAR 12 1975
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

Salem, OR

March 3, 1975

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Claim Contract 7748
S.E. Foster Rd. - S.E.
Causey Ave.

TO: Cecil Head
Commission & Staff Services

BY: John T. Scofield

Attached is a claim for money due for materials supplied by Harry Williams Enterprises - City Galvanizers Co. on Contract 7748. Material was supplied to Galey Construction Co., a subcontractor on this project.

JTS:mk

cc: R. N. Bothman/Attach.
J.E. Holland/Attach.

Harry Williams Enterprises

2621 N. ALBINA AVE. PORTLAND, OREGON 97227 PHONE 288-0467

February 28, 1975.

Mr. Carroll T. Keasey,
Construction Engineer,
504 Executive House Office,
325 13th Street N. E.,
Salem, Oregon 97310.

Dear Sir:

Re: Galey Construction Co.

We delivered material under Purchase Order #5040 for the above company, for the S. E. Foster Road-S. E Causey Avenue Section, and have not received payment for same.

In my conversation with your office, we were given the information to render our claim to you.

We completed these jobs and delivery was timely.

Attached is our copy of our statement that was rendered.

Very truly yours,

H. Williams.

hw;jmb.

Keasey ___ Scofield ___
Bone ___ Glenn ___
Kimond ___ Berg ___
Lockwood ___
Johnsen ___
Walker ___

RECEIVED
MAR 3 1975
CONSTRUCTION SECTION

STATEMENT

IN ACCOUNT WITH

City Concessions Company

PORTLAND, OREGON 97227

City Construction Co.
9800 S. E. Fuller Rd.
Portland, Oregon

TERMS: Net 10th PROX.

		CHARGES	CREDITS	
BALANCE BROUGHT FORWARD				
10-31-72	#12632	11,357.25		
2-22			4407.20	
3-30	#15300	8,938.00		
4-73	Cr. Memo		304.14	
4-73	Cr. Memo		536.90	

1% Interest Charged on Past Due Accounts - This is an Annual Rate of 12%

Ship Fasteners Company

* GALVANIZING
* STAMPING
* PICKLING

2321 N. ...
... MANUFACTURERS
PORTLAND, OREGON
PHONE ...
2.83-...07

MARCH 15, ...

...ity Construction Co.,
9200 S. E. Fuller Road,
Portland, Oregon.

Gentlemen:

Attached is statement of account which is now long past due. Therefore, if I do not hear from you within ten days, it will be necessary to go back to the original date of these invoices, and compute interest as of that date. If you will read the fine print at the bottom of these invoices, you will see that this is a legal contract.

May I please hear from you regarding this past due account.

Very truly yours,

Harry Williams.

HW:dlb.

7748

March 10, 1975

Harry Williams Enterprises
2621 N. Albina Ave.
Portland, OR 97227

Gentlemen:

This is to acknowledge receipt of your letter of February 28 with attached copies of letters to Nelson Construction Company and Granite Construction Company concerning the money that Nelson Construction Company owes you. This appears to be in reference to the Granite Construction Company Contract No. 7748, S.E. Foster Road-S.E. Causey Ave. Section of the East Portland Freeway in Multnomah and Clackamas Counties.

Will you please submit to us a claim letter giving the amount of the claim as well as the description of the job. We will then file your claim with the Secretary of State and notify the surety and the principal contractor.

Very truly yours,

C. W. Read
COMMISSION SERVICES

CWR:js

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, OR

March 3, 1975

FILE:

FROM: C. T. Keasey
Construction Engineer

SUBJECT: Claim - Contract 7748
S.E. Foster Rd. - S.E.
Causey Ave.

TO: Cecil Head
Commission & Staff Services

BY: John T. Scofield

Attached is a claim for money due for materials supplied by Harry Williams Enterprises, City Galvanizers Co. on Contract 7748. Material was supplied to Nelson Construction Co., a subcontractor on this project.

CTK:mk

Attachment

cc: R. N. Bothman/attach.
J. E. Holland/attach.

Harry Williams Enterprises

2621 N. ALBINA AVE. PORTLAND, OREGON 97227 PHONE 288-0467

February 28, 1975.

Mr. Carroll T. Keasey,
Construction Engineer,
504 Executive House Office,
325 13th Street N. E.,
Salem, Oregon 97310.

Dear Sir: Re: Nelson Contruction Company

Attached is letter to Mr. Jim Clark, Project Supt. which is self-explanatory.

I did not know at that time the proper channels to direct this claim to.

Very truly yours,

H. Williams

HW:JMB.

Routing

Keasey — RECEIVED — Scofield
Bond — Glenn
Jackmond — MAR 3 1975 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

City Galvanizers Company

☆ GALVANIZING
☆ STRIPPING
☆ PICKLING

OREGON COLUMBIA CHAPTER ASSOCIATE MEMBER

832 NORTH RUSSELL STREET.
PORTLAND, OREGON 97227
PHONE 282-8450

October 18, 1974.

Mr. Jim Clark,
Project Supt.,
The Granite Company,
9100 S, E. Fuller Road,
Portland, Oregon.

Dear Sir:

Re: Nelson Construction Company

We delivered material under Purchase Order #9061 from Nelson Construction Company, for the S. E. Foster Road-S. E. Causey Avenue Section, and have not received payment for same.

In my conversation with Dan Bacon of the State Highway Department, who was given to me for informational purposes to find out who to contact, said to write to the Granite Construction the following information:

Purchase Order #9061, dated September 5, 1972, for 15 Manhole Frames and Covers. These were purchased from Valley Iron & Steel Company, and shipped by them to the Jobsite on October 4, 1972. Nelson Construction was invoiced on October 31, 1972 and the last statement was sent on March 15, 1973 along with covering letter. These were returned to us " No Such Address." We are therefore following this course.

The facts are that material was purchased, was delivered, was invoiced, and payment has not been received. Whatever you can do for us, please contact us. You may either call 282-8450, Mrs. Brownlee, or Harry Williams, 2621 North Albina Avenue, telephone 288-0467.

Very truly yours,

Harry Williams.

HW:JMB.
c.c Ed Holland, Resident Engineer,
9421 S. E. Glenwood,
Portland, Oregon.

City Galvanizers Company

☆ GALVANIZING
☆ STRIPPING
☆ PICKLING

2621 N. Albina
PORTLAND, OREGON 97227
PHONE 288-0467

MARCH 15, 1974

Nelson Construction Co.,
255 N. W. Harrison Street, #229,
Portland, Oregon.

Gentlemen:

Attached is statement of account which is now long past due. Therefore, if I do not hear from you within ten days, it will be necessary to go back to the original date of this invoice, and compute interest as of that date. If you will read the fine print at the bottom of the invoice, you will see that this is a legal contract.

May I please hear from you regarding this past due account.

Very truly yours,

HW:JMB

Harry Williams.

7748

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

February 10, 1975

Salem

FILE: CON

FROM: R. J. Hacek
Accounting Systems Officer

SUBJECT: Granite Construction Co.
Contract 7748

TO: C. W. Head
J. Bond
V. Gallagher
C. Barrett

U. S. Treasury Bills 201251C and 201252C, totalling $200,000.00 have been deposited in lieu of retainage on contract 7748. (Treasurer's Receipt 1511) These replace bond numbers 64483 and 64484 (Receipt 1299) which matured February 3, 1975. No change results in the total amount on deposit.

A copy of the Safekeeping Receipt and transmittal letter will be filed, in the Commission and Staff Services office.

JP:pl

ACTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1511

SAFEKEEPING RECEIPT

Received for Account of Granite Construction Co.
Watsonville, Calif. 95076

Date Feb. 6, 1975

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
United States of America Treasury Bills Dated Oct. 31, 1974 Due May 1, 1975	2012510/2	2	100,000				200,000.00
							200,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7748

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 7, 1975

Granite Construction Company
Watsonville, California 95076

Attn: F. D. Moller, Vice Pres.

Gentlemen:

As evidenced by the enclosed copy of a letter to the Bank of America, San Francisco, California, we have released and shipped to them $200,000.00 Federal Land Bank Bonds, due February 3, 1975.

These bonds have been exchanged for $200,000.00 United States Treasury Bills, due May 1, 1975. numbers 201250/2 (2) @ $100,000.00 each.

Our State Treasury safekeeping receipt number 1511 dated Feb. 6, 1975, is enclosed.

We are enclosing our invoice in the amount of $1.40, the cost of shipping the matured securities to the Bank of America.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn. Dick Hacak

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

February 7, 1975

Bank of America
P. O. Box 37003
San Francisco, California 94137

Attn: Sec. & Custody Dept. #3255, Norma Blackmore

Gentlemen:

Per instructions from The Granite Construction Company, Watsonville, California, please find enclosed for their credit $200,000.00 Twelve Federal Intermediate credit bank bonds numbers 64483 and No. 64484 @ $100,000.00 each due February 3, 1975.

Kindly acknowledge receipt by signing and returning the enclosed copy of this letter.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Marie Crowe, Cashier

MC; hf
Encl.

cc: Granite Construction Company, Watsonville, Calif.
cc: Oregon State Highway Division, attn" dick Hacek

COPY

OREGON STATE HIGHWAY DIVISION

Order for State Force Work

Contract No. 7748

APPLYING TO CONTRACT PROJECTS

Order No. 12

ion S.E. Foster Rd.-S.E. Causey Ave. Date November 20, 1974, 19

hway East Portland Freeway F.A.P. No. I-205-1-7(~~10~~ 24) 304

nty Multnomah- Clackamas Prefix 603-1020-P-8 Account No. 277-12

ription of Work To Be Done:

Furnish materials & install Illumination under the RR Structure, over the Glenwood Pedestrian Crossing.

APPROVED EFFECTIVE DATE 12-13-75
Contingent upon modification of project agreement if additional funds are required
BY [signature]
TITLE Area Engineer
DATE 1-7-75
FEDERAL HIGHWAY ADMINISTRATION

ation by Station Numbers:

Walk station 23+00 to 25+50

mate of Quantities and Costs:

Materials	$ 1,600.00
Equipment	110.00
Labor	748.00
Total	$2,458.00

planation: The Superintendent of Portland Public Schools requested illumination be installed. This will be a permanent installation, except the ~~XXXXX~~ ~~XXXX

7748

December 26, 1974

Lord Electric Company, Inc.
1034 S.E. Water Avenue
Portland, Oregon

Gentlemen:

This is in reply to your letter of December 19 advising us that Granite Construction Co. owes you (amount not stated) for work on their Contract No. 7748, S.E. Foster Road - S.E. Causey Avenue Section in Multnomah and Clackamas Counties.

It has been a policy of this Division to not withhold payments on a contract as we do not wish to be in a position of judge or jury in case the claim is later disputed in court. Also, the performance bond put up by the contractor assures payment if the contractor for some reason is unable to pay.

If you wish to protect your claim under the bond, it can be filed with this office. Upon receipt of your claim we will file it with the Secretary of State and advise the surety of this filing.

Attached for your information are excerpts from the Oregon Revised Statutes relating to public contracts, bonds, actions on bond.

Very truly yours,

C. W. Head
COMMISSION SERVICES

CWH:rw
Attachment

cc: Granite Construction Company
P. O. Box 900
Watsonville, CA 95076

Federal Insurance Company
Bonding Dept.
1400 Plaza 600
6th & Stewart St.
Seattle, WA 98101

Pacific Indemnity Co.
240 Henry Bldg.
Seattle, Washington

Noted on Card

LORD ELECTRIC COMPANY, INC., 1034 S.E. WATER AVENUE PORTLAND, OREGON • PHONE 503-234-7254

December 19, 1974

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: S.E. Foster Road - S.E. Causey Avenue
East Portland Freeway
F.A. Project No. I-205-7 (24) 304
Contract No. 7748

Gentlemen:

We have a subcontract on the above project with Granite Construction Co.

As of this date we have not been paid in full for our contract amount. Our work was completed August 31, 1974. We have also submitted a claim to Granite Construction Co. for delay of contract work which has resulted in added expense for our company.

Under the Provisions of ORS 279.314 we request that no final payment be made to Granite Construction Co. until the above is resolved.

An acknowledgement of receipt of this letter is also requested.

Very truly yours,

LORD ELECTRIC COMPANY, INC.

D.E. Ellsworth

DEE:pd
CC: Granite Construction Co.
1331PT Contract File

RECEIVED
DEC 24 1974
COMMISSION AND STAFF SERVICES
DEPARTMENT OF TRANSPORTATION

NOTED
C. W. HEAD

7748

CON-5-7748

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 19, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM Lance Gallagher
for C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-205-7(24)304

SUBJECT Request Change Order Approval

Contract 7748, State Force Order No. 12

Project S.E. Foster Rd. - S.E. Causey Ave.

Highway East Portland Freeway

Counties Multnomah - Clackamas

This State Force order provides for furnishing of materials and installation of illumination under the RR structure over the Glenwood Pedestrian Crossing by State Forces. The electrical service will be of a temporary nature. A permanent service will be installed under an illumination project for this section in the near future.

The use of State Forces is considered as being in the public interest under provisions of PPM 21-6.2 (FAM 6-4-1-6) for the following reasons:

1. The contract work is nearing completion and the contractor is not interested in doing any extra work that will increase his workload.

2. The Superintendent of the Portland Public Schools is concerned that the lack of illumination for the pedestrian crossing will subject the school children using the dark walkway the risk of attack.

3. The Region Area State Electrician is well qualified to perform this work expeditiously and economically.

The estimated total cost of the work to be done under this order is $2,458 with Federal participation of $2,261. Reimbursement will be on an actual cost basis.

The work was tentatively recommended for approval by the Federal Area Engineer on December 13, 1974.

Your approval as of December 13, 1974 is requested.

Attach.

#7748

FORM 81.734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE: CON 5 #7748

Salem, Oregon

December 3, 1974

FROM: C. T. Keasey
Construction Engineer

SUBJECT: C.R.P.C.C. Pavement Termini
Foster Rd.-Causey Section
I-205

TO: J. H. Versteeg
Road Design Engineer

I have discussed our current design practice of providing both the terminal anchors (4) and the "sleeper slab" expansion joint at the termini of C.R.P.C.C. with other members of my staff and we are all of the opinion that we are way over-designed.

We do not have enough experience (ours or others) to evaluate the effectiveness of the I-beam expansion joint, especially with regard to its resistance to "creep" over a period of years. This could be a real problem at structure ends on steeper grades.

We are of the opinion that the system of 4 anchor lugs at pavement termini is more than adequate (many states use only 2 such anchors) to resist excessive expansion and contraction, and also to effectively resist the long term "creep" tendency.

It is our recommendation that the I-beam expansion joint (sleeper-slab) not be continued as a standard design for C.R.P.C.C. termini, and that we use only the anchor lug system. We also recommend that the present system of 4 anchor lugs be modified to require only 2 anchor lugs such as used by many other states.

CTK:fr

cc: H. S. Coulter
E. S. Hunter

12-4-74
Hal Versteeg
C. Keasey
Lets go w/ 2 anchors
and the I beam.
Ed H

RECEIVED
DEC 3 1974
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7748

October 30, 1974

Granite Construction Company
9100 S.E. Fuller Road
Portland, OR 97266

Gentlemen:

We have reviewed your third request for an extension of time on Contract No. 7748 for work on S.E. Foster Road-S.E. Causey Avenue in Multnomah and Clackamas Counties.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 68 days to the overall completion requirement is granted because of added orders and performance of extra work.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S. Coulter
C. T. Keasey
V. L. Gallagher
V. E. Skoog
E. L. Hardt

JAB:fr dpy

OREGON STATE HIGHWAY DIVISION

October 22, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY H. S. COULTER
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Third Request for Time Extension
S. E. Foster Road-S. E. Causey Avenue
Contract No. 7748
F.A. No. I-205-7(24)304

Granite Construction Company has requested a 110-day additional extension on the overall project and a complete extension on the early phase at the 92nd Avenue fills. This last item was the subject of their first request which was declined February 23, 1973. Their second request resulted in a participating 115-day extension for seasonal impact of the 1973 labor disputes. The status of the contract time is set forth on the attached sheet. If the contract is completed by the end of November as now seems possible, there will be about 109 days' liquidated damages on the overall completion requirement.

In this new request, the contractor restates the earlier reasons related to the early 92nd Avenue phase (right-of-way and utility delay which were not recognized as valid reasons before). They also again cite high-moisture content in the grading material and alleged abnormal rainfall. They also give two new reasons: (1) the cement masons and ironworkers labor disputes in 1974 and (2) the performance of extra work. Our response now is limited to these last two reasons, as we find nothing new on the earlier reasons.

This project was not delayed by the 1974 labor disputes. Weekly reports indicate 45 to 55 people were employed through June, and more were employed in July.

The region has made a detailed breakdown of the added orders, recommending a 56-day time extension based on specific time for those that they believe actually delayed progress (exclusive of Extra Work Orders 2, 3 and 4). This amounts to 17 days for 1972 orders, 12 for 1973 orders, and 27 for the late (current year) orders. In addition, Extra Work Orders 2, 3 and 4 covering anticipated extra work on water line and pipe adjustments amount to about $190,000. On a time-money basis for these orders, assuming the work could be scheduled from the beginning and coordinated with other contract activity, an additional 12 days would be justified.

Your concurrence in a 68-day extension on the overall contract is requested.

Att.

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
E. L. Hardt
V. L. Gallagher

FORM 81-734.3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

October 17, 1974

FILE: CON 5 #7748

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: S.E. Foster Rd.-S.E. Causey Ave.
Contract No. 7748
Third Request for Time Extension

Herewith another request from Granite Construction Company requesting 110 days additional extension on the over-all project and again requesting a complete extension on the early phase at 92nd Ave. fills. This last item was the subject of their first request which was declined 2-23-73. Their second request resulted in a participating 115 day extension for seasonal impact of the 1973 labor disputes. The status of the contract time is set forth on the attached sheet. The contractor requests 90 days on the form, but 110 days in his letter. If the contract is completed by the end of November as now seems possible, there will be about 109 days liquidated damages on the over-all completion requirement.

In this new request, the contractor restates the earlier reasons related to the early 92nd Ave. phase, namely, right of way and utility delay which were not recognized as valid reasons before. They also again cite high moisture content in the grading material, alleged abnormal rainfall and what amounts to two new reasons - the cement masons and ironworkers labor disputes in 1974 and the performance of extra work. Our response is now limited to just these last two reasons, as we find nothing new on the earlier reasons.

This project was not delayed by the 1974 labor disputes. Weekly reports indicate 45 to 55 people employed all through June and more in July.

The region has made a detailed breakdown of the added orders and recommend a total of 56 days time extension based on specific time for those they believe actually delayed progress. This amounts to 17 days for 1972 orders, 12 for 1973 orders and 27 for the late or current year orders. (For comparison on just a time-money basis and using the extended contract time of 535 days, these orders would justify 19 days) I question the field's position on the first three extra work orders wherein they recommend no time for certain waterline and pipe work which was set up in the plans but on an extra work basis. These three orders amount to about $190,000. I believe we should recognize extra work of this magnitude and on just a time-money basis for these orders, assuming that the work could be scheduled from the beginning and coordinated with other contract activity, an additional 12 days would be justified.

RECEIVED
OCT 21 1974
Office of
Assistant State Highway Engineer

We therefore recommend a 68-day extension on the over-all contract and concur that extension again be denied on the early 92nd Ave. fill phase. This is an Interstate project. Rough draft letters to FHWA and the contractor are attached.

JAB:fr

Att.

cc: V. L. Gallagher

FORM 81.734.3030

Routing
C. Keasey | Scofield
Bond | Glenn
Jackson | Berg
Stevens
Christiansen | CONSTRUCTION
Walker | SECTION

RECEIVED
AUG 29 1974
FILE:

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Portland, Ore. 97213

August 21, 1974

FROM: MARION A. CRAFT
Metropolitan Construction Engineers

SUBJECT: S. E. Foster - S. E. Causen Sec.
Contract No. - 7748
Time Extension Report

TO: C. T. KEASEY
Construction Engineer

Submitted for your consideration is a request for the time extension by Granite Construction Company.

The original contract time for this project was for 420 calendar days. An extension of 115 days has been granted, making the adjusted contract time 535 calendar workdays, with a completion date of August 13, 1974. This extension took into account two holidays in 1972, for which stop work orders were written, two strikes in 1973, and a consideration of time needed to complete or clean-up the job after the major part of the work is done.

The items mentioned on the first two pages of the current time extension request have been considered previously and refused on the basis that they did not materially effect the critical portion of the contract.

In the first three paragraphs on Page 3 of this current request, the question of the various strikes and their effect is discussed. We have already awarded time due to the strikes in 1973. The short strikes in 1974 did not effect Granites earth moving jobs at all. Work was stopped on some of the structures, but they will, or can be finished before the rest of the job is completed.

The fourth paragraph requests adjustment of time due to what he is claiming as "Acts of God". I do not believe the weather of the past fall, spring and current summer would fall in this category.

In the fifth paragraph of the attached time extension request is a request to consider the effect of extra work on the contract time. Also, in a meeting with the Highway Division and Granite Construction Company in this office on July 1, 1974, Cliff Christiansen suggested that we should consider the effects of extra work as a basis for granting extra time.

Upon analyzing the extra work orders and price agreements listed in Granites current time extension request, we are recommending that the Highway Division offer Granite Construction Company an additional 56 days to complete the contract, this time to begin August 14, 1974.

Our position on the completion of the 92nd Avenue fills would be the same as previously stated, that is, that we do not recognize any basis for extension of time for completion of these fills.

The following summation is a consideration of the effect each of the extra work items had on the contract time, considering only the items listed in Granite's latest time extension request.

EXTRA WORK ORDERS

E.W.O.		Rec. No. Days
No. 2	Remove & install 18" pipe @ R.R. Part of contract - Sheet 2J	0
No. 3	18" water main @ Lester Avenue Part of contract - Sheet 9	0
No. 4	18" water main relocation @ Otty Road Part of contract - Sheet 11 - 11D	0 +12
No. 5	Remove & install manhole San. sewer manhole conflicted with 72" storm sewer at Henderson Street	3
No. 6	Adjustments due to sewer conflicts 18" san. sewer conflicted-build manhole to bypass	5
No. 8	Flatten slopes of Temp. channel change contractors convenience	0
No. 9	Portland water main on 92nd Ave. Part of contract - Sheet 6A	0
No. 10	Furnish A-325 bolts No effect on job	0
No. 11	Lester column fts slab Extra concrete in Lester Ave. ftgs.	2
No. 12	Permanent signs Necessary signs not on contract	2
No. 13	Reform top at Bt. Z Otty Br. Adjusted form 4"	1
No. 14	Temporary erosion control Part of contract - Page 6 Special provisions	0
No. 15	Regrade Flavel Deck Altered right gutter 1"	1
No. 16	10" Conduit at Lester Ave. Added 2 - 10" conduits @ Lester Ave.	1
No. 17	Lester Ave. drainage Added drainage to west end of Lester Ave.	3
No. 18	2" Galv. pipe @ 92nd Added 1000' of 2" conduit at 92nd Ave.	3
	Total time due to EWO's	= 21 days +12

PRICE AGREEMENTS

P.A.		REC. NO. DAYS
No. 1	8" perf. pipe & rock bedding additional 8" perf. pipe needed Not shown on plans.	5
No. 3	27" & 21" pipe, delete 10" pipe replaced 18" pipe with 21" & 27" pipe (Storm sewer revision requested by City of Portland)	2
No. 6	Stone emb. on slopes of temp channel contractors convenience	0
No. 8	Type II barricade on Otty Road not shown on plans	2
No. 9	Repair Hinkley Avenue Had to repair Hinkley Ave due to heavy use	2
No. 11	Styrofoam pads - lost decks Additional work	2
No. 13	Emb. Fdn Exc. & Filter Material Channel Change Exc below grade in channel change	3
No. 15	Cement & Zeecon Added Zeecon to concrete - no effect on time'	0
No. 17	S. E. Duke Street Duke St. Project added to contract	7
No. 18 & 19	92nd Avenue drainage, exc, curb and paving Revisions added to contract	10
No. 20	Bike and wheel chain ramps Added curb cuts for bicycles	2
	Extra days due to P.A's	35
	E.W.O's	21
	Total no. of days =	56 +12 on E.W.O. 2.3 (#4) 68

PRICE AGREEMENTS

P.A.		REC. NO. DAYS
No. 1	8" perf. pipe & rock bedding additional 8" perf. pipe needed Not shown on plans.	5
No. 3	27" & 21" pipe, delete 10" pipe replaced 18" pipe with 21" & 27" pipe (Storm sewer revision requested by City of Portland)	2
No. 6	Stone emb. on slopes of temp channel contractors convenience	0
No. 8	Type II barricade on Otty Road not shown on plans	2
No. 9	Repair Hinkley Avenue Had to repair Hinkley Ave due to heavy use	2
No. 11	Styrofoam pads - lost decks Additional work	2
No. 13	Emb. Fdn Exc. & Filter Material Channel Change Exc below grade in channel change	3
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No. 17	S. E. Duke Street Duke St. Project added to contract	7
No. 18 & 19	92nd Avenue drainage, exc, curb and paving Revisions added to contract	10
No. 20	Bike and wheel chain ramps Added curb cuts for bicycles	2
	Extra days due to P.A's	35
	E.W.O's	21
	Total no. of days =	56 + 12 on E.W.O. 2, 3 & 4 68

EXTRA WORK ORDERS

E.W.O.		Rec. No. Days
No. 2	Remove & install 18" pipe @ R.R. Part of contract - Sheet 2J	0
No. 3	18" water main @ Lester Avenue Part of contract - Sheet 9	0
No. 4	18" water main relocation @ Otty Road Part of contract - Sheet 11 - 11D	0
		+12
No. 5	Remove & install manhole San. sewer manhole conflicted with 72" storm sewer at Henderson Street	3
No. 6	Adjustments due to sewer conflicts 18" san. sewer conflicted-build manhole to bypass	5
No. 8	Flatten slopes of Temp. channel change contractors convenience	0
No. 9	Portland water main on 92nd Ave. Part of contract - Sheet 6A	0
No. 10	Furnish A-325 bolts No effect on job	0
No. 11	Lester column fts slab Extra concrete in Lester Ave. ftgs.	2
No. 12	Permanent signs Necessary signs not on contract	2
No. 13	Reform top at Bt. Z Otty Br. Adjusted form 4"	1
No. 14	Temporary erosion control Part of contract - Page 6 Special provisions	0
No. 15	Regrade Flavel Deck Altered right gutter 1"	1
No. 16	10" Conduit at Lester Ave. Added 2 - 10" conduits @ Lester Ave.	1
No. 17	Lester Ave. drainage Added drainage to west end of Lester Ave.	3
No. 18	2" Galv. pipe @ 92nd Added 1000' of 2" conduit at 92nd Ave.	3
	Total time due to EWO's =	21 days + 12

HEAVY ENGINEERING-
HIGHWAY DEPARTMENT
SAN JUAN STREET EXTENSION
POST OFFICE BOX 699
AREA CODE 408 722-3716

GRANITE CONSTRUCTION COMPANY

ENGINEERING CONTRACTORS

WATSONVILLE, CALIFORNIA 95076
9100 S.E. Fuller Road
Portland, Oregon 97266
July 29, 1974

Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Attention: Mr. J. E. Holland, Resident Engineer

Reference: S.E. Foster - S.E. Causey Section
East Portland Freeway
Contract No. 7748
Request For Time Extension

Gentlemen:

The adjusted contract time on the subject Project is 535 calendar workdays which expires approximately August 13, 1974. As of this date, the Department has failed to fully adjust the contract time pursuant to Sections 108.08(b) and 108.09. This correspondence and the attached Form E-320 is our request for an increase in the above adjusted contract time.

In accordance with the Standard Specifications, we submitt the following to justify an increase in the present contract time, and to increase the time allowed for the completion of the 92nd Avenue abutment fills.

Our letter of June 26, 1972 states various Right of Way obstructions including the Robertson Property. Sheet 6A of the Contract Plans shows this property becoming available on June 20, 1972. As it happened, it was not made available until July 26, 1972, after it was proven in court on July 20, 1972 (O.S.H.D. vs Robertson) by Granite Construction Company that the property delayed construction on the following:

1. Clear & Grub
2. Removal of Structures and Obstructions
3. Excavate Temporary Channel Change
4. Excavate Channel Change
5. Johnson Creek O-Xings
6. Flavel O-Xing of Johnson Creek
7. S.E. 92nd O-Xing of Johnson Creek
8. Filter Blanket in Channel Change
9. Rip Rap in Channel Change
10. Concrete Lining in Channel Change
11. Sanitary Sewer Installation

This work amounts to approximately 24% of the total contract amount. Under Section 108.13, this is a cause for an increase in the total contract time.

The Grainer Property (R/W File 46197) was to be available at the outset. In Mr. Holland's letter of July 11, 1972 concerning the Grainer Property, he states, " I realize that this action will delay construction on the 92nd Street fills." On July 18, 1972 he verbally cleared the Property to us. Then on July 20, 1972 our crews were held off the Property by Grainer with a pitch fork. We were denied access until approximately July 26, 1972. The unavailability of this parcel not only delayed the completion of the 92nd Avenue fills but also delayed completion of excavation and embankment on the balance of the project. The parcel effectively blocked the transportation of excavated materials to embankment areas, which in turn delayed mainline structures, etc. In accordance with Section 108.13, this is a cause for an increase in total contract time and an increase in time allowed for the completion of the 92nd Avenue fills.

During the period June 12, 1972 through August 8, 1972, the power lines and telephone lines at 92nd Avenue were too low to haul under. These wires were lower than the height of the earthmoving equipment (14' 1"). Therefore we were unable to haul from the cut areas southwest of 92nd Avenue to the fill areas to the northeast of 92nd Avenue. This problem was pointed out at the preconstruction conference by this firm. We were restricted to the fill area west of 92nd Avenue, approximately 13 acres, or about 28% of the total fill area at original ground.

The material placed prior to July 14, 1972 had a moisture content as high as 37%. In considering our capability of averaging over 11,000 CY per day, the 13 acres of fill area available to us would have been completely covered in one day. With the problem of relieving the excess moisture, it is apparent that maintaining an economically practical earthmoving operation in such a confined area is impossible. Had we been able to cross 92nd Avenue and place embankment on the abutment fills for 92nd, Johnson Creek, and Railroad structures, it would have been feasible to expand our operations to full capacity.

During this period June 12, 1972 - August 8, 1972, The Department knew the moisture problems as it knows them now, yet in 1972 we were continually harrassed about expanding our production, even with the limited fill area available to us. But now, in the meeting of June 27, 1974 between members of the Department and this firm, we are warned that as the fills are nearing completion we will have to curtail our production to allow for relief of moisture. Precisely what we told the Department concerning the west 92nd Avenue fill.

This utility delay not only delayed the completion of the 92nd Avenue fills, it also delayed the other mainline bridge fills which in turn delayed the structures. It also disrupted the originally planned sequence of the work. In accordance with Section 108.09 (b) and 108.13, this is a cause for an increase in total contract time and an increase in the time allowed for the completion of the 92nd Avenue fills.

Labor disputes have also had a devastating affect upon this project. As stated in our previous request, the industry wide labor strike prevented work from mid June, 1973 through mid August, 1973. In 1974 the Cement Masons were on strike from June 10 through June 23. During this time we were unable to place concrete on the northbound Johnson Creek Structure, and also unable to pour concrete for barrier railing on the Railroad Structure.

(1) ?

On July 9, 1974 the Iron Workers went on strike. This terminated our bridge railing work which was nearing completion. On July 16 the project was picketed by Ironworkers. With that, the Ironworkers placing reinforcing steel on the northbound Johnson Creek Bridge deck walked off the job. We were able to have the picket removed and at this time the reinforcing work continued. This again caused a delay on completion of the structures.

(2) ?

Section 108.08(b)(2) acknowledges strikes as cause for an adjustment in contract time, and again, the seasonal delay effect of all work stoppages must be considered.

During the life of this project, we have encountered rains of an abnormal intensity for this locality. It is obvious that the record rainfalls in the past fall and spring, and this summer are within the scope of Acts of God as defined in Section 101.02. By Section 108.08(b)(1), this is also a cause for an adjustment in contract time.

(3) No

The performance of Extra Work is also cause for an adjustment in contract time. Since the project inception, there has been nearly $300,000 worth of Extra Work Orders and Price Agreements for additional work. Of that amount, almost $40,000 worth has been received since mid May, 1974. Section 108.09(d) provides for adjusting the contract time due to the performance of Extra Work. The attached sheets summarize the Extra Work Orders and Price Agreements.

(4) OK

For the foregoing reasons, we presently request an adjustment of 110 calendar workdays for completion of the project, and 271 days for completion of the 92nd Avenue fills.

Section 108.09 of the Standard Specifications requires your action on this request "During The Progress Of The Work." The engineer's failure to take full action on our previous requests, dispite our obvious entitlement to an adjustment pursuant to Section 108.09 and 108.13 has caused us to perform work out of sequence and on an accelerated basis, all at increased expense. This request for time extension expressly reserves claim for additional costs incurred for delay and acceleration. Any attempt to assess liquidated damages commencing on August 13, 1974 would be beyond the Departments authority under the contract.

We again request that the liquidated damages previously withheld for the 92nd Avenue fills be released.

Very truly yours,

GRANITE CONSTRUCTION COMPANY

By Jim Clarke
Jim Clarke
Project Superintendent

JC/bc
cc: G. Kachel
encl: 3

July 29, 1974

Oregon State Highway Division
S.E. Foster - S.E. Causey Section
East Portland Freeway
Contract No.7748

EXTRA WORK ORDER SUMMARY

E.W.O. No.	DESCRIPTION	EST COST	DATE REC'D
2	(1) Remove & Reinstall 18" Pipe at R/R	19,587.16	8-11-72
3	(2) 18" Water Main at Lester Avenue	12,418.81	8-11-72
4	(3) 18" Water Main Relocation at Otty Road	146,052.45	8-11-72
5	(X) Remove & Install Manhole	914.67	11-9-72
6	x Adjustments Due to Sewer Conflicts	1,244.16	11-9-72
8	(4) Flatten Slopes of Temp Channel Change	1,923.98	11- 72
9	(5) Portland Water Main on 92nd Avenue Bridge	4,529.90	2- 73
10	x Furnish A-325 Bolts	300.00	3-28-73
11	x Lester Column Ftg Slab	889.27	3-6-73
12	x Permanent Signs	2,086.80	5-14-73
13	x Reform Top of Bt 2 Otty Bridge	300.00	9-13-73
14	(6) Temporary Erosion Control	10,000.00	12-26-73
15	x Regrade Flavel Deck	505.00	2-19-74
16	x 10" Conduit at Lester Avenue	777.60	5-13-74
17	x Lester Avenue Drainage	12,063.00	5-13-74
18	x 2" Galv. Pipe at 92nd	3,084.65	6-13-74

(1) Part of Contract sheet 2 J.
(2) " " " 9
(3) " " " 11-11 D
(4) Construction to Contract
(5) Part of Contract sheet 6-A
(6) " " P-6 Specials

(X) additional quantities

Oregon State Highway Division
S.E. Foster - S.E. Causey Section
East Portland Freeway
Contract No. 7748

July 29, 1974

PRICE AGREEMENT SUMMARY

P.A. No.	DESCRIPTION	EST COST	DATE REC'D
1	8" Perf. Pipe & Rock Bedding	11,360.00	9-15-72
3	27" & 21" Pipe, Delete 18" Pipe	2,074.50	8-17-72
6	Stone Emb. on Slopes of Temp. Channel	4,200.00	11-9-72
8	Type II Barricade Otty Road	2,000.00	11-9-72
9	Repair Hinkley Avenue	1,995.00	3-30-73
11	Styrofoam Pads- Lost Decks	2,771.38	7-25-73
13	Emb. Fnd. Exc. & Filter Material Channel Change	12,478.00	8-22-73
15	Cement & Zeecon	3,830.00	12-28-73
17	S.E. Duke Street	12,051.45	6-3-74
18	92nd Avenue Drainage	2,233.75	6-3-74
19	92nd Avenue Exc., Curb, & Paving	7,877.04	6-22-74
20	Bike & Wheel Chair Ramps	250.00	6-3-74

Contract No. 7748

Start of day count 6-12-72 (420 calendar workdays allowed for over-all completion.)

A. Phase: 92nd Ave. end embankments 8-31-72 specified.
Actually complete 8-6-73 with 272 days liquidated damages counted at $100/day = $27,200.

B. Phase: Retaining wall at Harney Street sewer outfall 10-31-72 specified and actually completed that date.

5-9-74 115 day over-all extension granted for seasonal effect of 1973 labor disputes = 535 days total.

535 days expired 8-13-74.
(liquidated damages accrue at $300/day)

If complete 11-30-74 would = 109 days liquidated damages @ $300.

FHWA 6-330 (Rev.)—8M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 26, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 535 days to 625 days, within which to complete our Contract No. 7748, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Letter

Respectfully submitted,

GRANITE CONSTRUCTION COMPANY
Contractor

By Leo R. Westwater
Leo R. Westwater, Vice President

CONSENT OF SURETY

Date July 26, 19 74

We, Pacific Indemnity Company and Federal Insurance Company

ties
, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

PACIFIC INDEMNITY COMPANY
By: Fern Stroh
Attorney-in-fact
Fern Stroh, Attorney-in-Fact

Resident Agent

FEDERAL INSURANCE COMPANY
By: Fern Stroh
Fern Stroh, Attorney-in-Fact
(SEAL)

E-330 (Rev.)—5M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
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Oregon State Highway Commission
Salem, Oregon 97310

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The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Letter

Respectfully submitted,

GRANITE CONSTRUCTION COMPANY
Contractor

By Leo R. Westwater
Leo R. Westwater, Vice President

STATE OF CALIFORNIA,
County of Santa Cruz } ss.

On this ..... day of ..... 19....., before me, Winona J. Skocko
a Notary Public in and for said County and State, residing therein duly commissioned and sworn, personally appeared
FERN STROH
known to me to be the duly authorized Attorney-in-Fact of PACIFIC INDEMNITY COMPANY, and the same person whose name is subscribed to the within instrument and he (she) acknowledged to me that he (she) subscribed his (her) own name as the Attorney-in-Fact for and on behalf of PACIFIC INDEMNITY COMPANY.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal the day and year in this Certificate first above written.

OFFICIAL SEAL
WINONA J. SKOCKO
NOTARY PUBLIC - CALIFORNIA
Principal Office in SANTA CRUZ County
My Commission Expires May 11, 1977

Winona J. Skocko
Notary Public in and for Santa Cruz County, State of California

Form G1000 Rev. F (568)

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date July 26, 19 74

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 535 days to 625 days, within which to complete our Contract No. 7748, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See Attached Letter

Respectfully submitted,

GRANITE CONSTRUCTION COMPANY

ACKNOWLEDGMENT OF ANNEXED INSTRUMENT

STATE OF CALIFORNIA
COUNTY OF Santa Cruz } ss.:

On this 26th day of July in the year one thousand nine hundred and 74 before me, Winona J. Skocko, a Notary Public in and for the County of Santa Cruz residing therein, duly commissioned and sworn, personally appeared FERN STROH known to me to be the Attorney-in-Fact of FEDERAL INSURANCE COMPANY, the Corporation that executed the within instrument, and also known to me to be the person who executed the within instrument on behalf of the Corporation therein named and acknowledged to me that such Corporation executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my official seal in the County of Santa Cruz the day and year in this certificate first above written.

OFFICIAL SEAL
WINONA J. SKOCKO
NOTARY PUBLIC · CALIFORNIA
Principal Office in SANTA CRUZ County
My Commission Expires May 11, 1977

Winona J. Skocko
Notary Public in and for the County of
Santa Cruz State of California

My Commission expires May 11, 1977

SF-670

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OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7748 Contractor Granite Construction Company

Highway East Portland Freeway

Section S. E. Foster Rd. - S. E. Causey Avenue

Kind of Work Grading and Structures

It is recommended that the request for increase in the number of workdays within which to complete said contract be ~~DENIED~~ or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 68-day extension on the over-all contract because of added orders and performance of extra work.

Recommended for Approval:

Division Engineer

for Construction Engineer or ~~Resident Engineer~~

~~Asst~~ State Highway Engineer

Contract No.	7748
Project designation	Federal I-205-7(24)309 (State-Federal)
Date awarded	May 30, 1972
Work started	June 12, 1972
Per cent completed	80% August 24, 1974 (Date)
No. of Workdays Allowed	535
No. of Workdays Used	543
No. of Added Workdays Requested	90

6P*6286-724

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 100 William Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint

Fern Stroh and Leo R. Westwater of Watsonville, California

each its true and lawful Attorney-in-Fact to execute under such designation in its name and to affix its corporate seal to and deliver for and on its behalf as surety thereon or otherwise bonds or obligations on behalf of Granite Construction Company and/or Granite Construction Company in Joint Ventures

in connection with bids, proposals or contracts to or with the United States of America, any State or political subdivision thereof or any person, firm or corporation.

And the execution of such bond or obligation by such Attorneys-in-Fact in this Company's name and on its behalf as Surety thereon or otherwise, under its corporate seal, in pursuance of the authority hereby conferred shall, upon delivery thereof, be valid and binding upon this Company.

In Witness Whereof, the said FEDERAL INSURANCE COMPANY has, pursuant to its By-Laws, caused these presents to be signed by its Assistant Vice President and Assistant Secretary and its corporate seal to be hereto affixed this 27th day of March 19 74 .

FEDERAL INSURANCE COMPANY
By

Allan E. Bair
Assistant Vice-President

Rotha E. Coe
Assistant Secretary

STATE OF CALIFORNIA,
County of Los Angeles, } ss.:

On this 27th day of March, 1974 before me personally came Rotha E. Coe, to me known and by me known to be Assistant Secretary of the FEDERAL INSURANCE COMPANY, the Corporation described in and which executed the foregoing Power of Attorney and the said Rotha E. Coe being by me duly sworn did depose and say that she resides in the City of Los Angeles, in the State of California; that she is Assistant Secretary of the FEDERAL INSURANCE COMPANY and knows the corporate seal thereof; that the seal affixed to the foregoing Power of Attorney is such corporate seal and was thereto affixed by authority of the By-Laws of said Company by like authority; that she is acquainted with Allan E. Bair and knows him to be Assistant Vice-President of said Company, and that the signature of said Allan E. Bair subscribed to said Power of Attorney is in the genuine handwriting of said Allan E. Bair and was thereto subscribed by authority of said By-Laws and in deponent's presence.

Acknowledged and Sworn to before me
on the date above written

BETTY A. MURPHY Notary Public Principal Office in Los Angeles County My Commission Expires August 1, 197 5

Notary Public

FORM 12514 (ED. 1-74) PSO

L-2083 (2M)

CITY AND COUNTY OF LOS ANGELES: ss

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1963 and amended May 27, 1971 and that this By-Law is in full force and effect.

"ARTICLE XVIII.

Section 2. All bonds, undertakings, contracts and other instruments other than as above for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either by the Chairman or the Vice-Chairman or the President or a Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations, except that any one or more officers or attorneys-in-fact designated in any resolution of the Board of Directors or the Executive Committee, or in any power of attorney executed as provided for in Section 3 below, may execute any such bond, undertaking or other obligation as provided in such resolution or power of attorney.

Section 3. All powers of attorney for and on behalf of the Company may and shall be executed in the name and on behalf of the Company, either by the Chairman or the Vice-Chairman or the President or a Vice-President or an Assistant Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations."

And I further certify that I have compared the foregoing copy of the **POWER OF ATTORNEY** with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, District of Columbia, Puerto Rico, and each of the Provinces of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by law.

Given under my hand and seal of said Company at Los Angeles, California, this 26th day of July, 19 74

Ida M. Virtue
Assistant Secretary

KNOW ALL MEN BY THESE PRESENTS, that the..... PACIFIC INDEMNITY COMPANY .....
a corporation of the State of California, by authority of a resolution adopted by its Board of Directors at a meeting called and held on the 8th day of February, 1926, which said resolution is still in full force and effect and of which the following is a true and complete copy:

"RESOLVED, that the President or any Vice-President may from time to time appoint Resident Vice Presidents, Resident Assistant Secretaries and Attorneys in Fact to represent and act for and on behalf of the Company, and either the President, or any Vice President, the Board of Directors or the Executive Committee may at any time remove any such Resident Vice-President or Resident Assistant Secretaries and Attorneys in Fact and revoke the power and authority given him; and be it further

"RESOLVED, that Attorneys-in-Fact may be given full power and authority to execute for and in the name and on behalf of the Company, any and all bonds, recognizances, contracts of indemnity and other writings obligatory in the nature of a bond, recognizance or conditional undertaking, and any such instrument executed by any such Attorney in Fact shall be as binding upon the Company as if signed by the President and sealed and attested by the Secretary; and be it further

"RESOLVED, that the Attorneys-in-Fact are hereby authorized to verify any affidavit required to be attached to bonds, recognizances or contracts of indemnity, policies of insurance and all other writings obligatory in the nature thereof."

does hereby make, constitute and appoint

FERN STROH

its true and lawful Attorney in Fact, with full power and authority to make, execute and deliver, for it, in its name and in its behalf, as surety any and all bonds and undertakings of suretyship. (This Power of Attorney supersedes all Powers of Attorney formerly issued to Fern Stroh)

And the execution of such bonds or undertakings, in pursuance of these presents, shall be as binding upon the said Corporation, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the said Corporation in their own proper persons.

IN WITNESS WHEREOF, the PACIFIC INDEMNITY COMPANY
has caused these presents to be signed by its Vice-President and its corporate seal to be hereto affixed, duly attested by its Assistant Secretary, this 5th day of June A.D. 19 69.

Attest: Melvina Colburn
Assistant Secretary.

By J. W. Maynard, Jr.
Vice-President.

STATE OF CALIFORNIA,
COUNTY OF LOS ANGELES } ss.:

On this 5th day of June A. D. 19 69, before me personally came J. W. Maynard, Jr. to me known, who, being by me duly sworn, did depose and say, that he resides in the City of Los Angeles, California; that he is the Vice-President of the Pacific Indemnity Company the corporation described in and which executed the above instrument; that he knows the seal of said corporation, that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

(Notarial Seal)

Arleen C. Jawny
Notary Public
My commission expires April 10, 1972

STATE OF CALIFORNIA,
COUNTY OF LOS ANGELES } ss.:

I, Peggy A. Potter Assistant Secretary of the Pacific Indemnity Company, do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney, executed by said Pacific Indemnity Company which is still in force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company, at the City of Los Angeles, this 26th day of July A. D. 19 74

Peggy A. Potter
Assistant Secretary.

Form G1110 Rev. 8 30M 865

Contract No. 7748

Start of day count 6-12-72 (420 calendar workdays allowed for over-all completion.)

A. Phase: 92nd Ave. end embankments 8-31-72 specified.
Actually complete 8-6-73 with 272 days liquidated damages counted at $100/day = $27,200.

B. Phase: Retaining wall at Harney Street sewer outfall 10-31-72 specified and actually completed that date.

5-9-74 115 day over-all extension granted for seasonal effect of 1973 labor disputes = 535 days total.

535 days expired 8-13-74.
(liquidated damages accrue at $300/day)

If complete 11-30-74 would = 109 days liquidated damages @ $300.

10/17/74

7748

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 24, 1974

In reply refer to: 1041DA.6

SUBJECT: Oregon Project I-205-7(24)304
S.E. Foster-S.E. Causey, #7748
Contract Time Extension, Request #3

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Based on discussions between your staff and our Area Engineer, I concur in the 68-day extension of contract time as requested by Mr. Coulter's October 22, 1974 letter.

for G. L. Green

RECEIVED
OCT 28 1974
Office of
Assistant State Highway Engineer

10-28-74
cy Const
Hurst
Gallagher

RECEIVED
STATE HWY ENGR
OCT 25 74
REFER TO
Coulter
FOR

cy ael

NOTED
H.S. COULTER

7748 10-18-74

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem

FILE: CON

FROM: R. J. Hacek
Accounting Systems Off.

SUBJECT: Granite Construction Co.
Contract 7748

TO: C. W. Head
John Bond
V. Gallagher
C. Barrett

Treasurer's Receipt #945 (Treasury Bills 671757B and 671758B @ $100,000.00 each) has been cancelled and the securities have been returned to the contractor.

Treasurer's Receipt #1401 (Treasury Bills 83446C and 83447C @ $100,000.00 each) is a replacement of the deposit to be used in lieu of retainage on contract 7748.

No change has resulted in the total amount on deposit.

Copies of the letters and Treasurer's Receipt will be filed (in the contract file) in the Commission and Staff Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT **No 14**

Received for Account of Granite Construction Co. Watsonville, Calif. 95076 Date Oct. 18, 1974

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR
United States of America Treasury Bills dated Oct. 10, 1974 Due Apr. 10, 1975	834460/470	2	100,000				200,
							200,

RECEIVED
OCT 21 1974
Treasurer Acctg.

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7748

Authority ORS 279.575

Countersigned by Merle Crow Deputy Cashier

SPECIAL INSTRUCTIONS

Frank Addleman
State Treasurer

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 18, 1974

Bank of America
Post Office Box 37003
San Francisco, California 94137

Attn: Norma T. Blackmore, Securities Dept. #3255

Gentlemen:

Per instructions from the Granite Construction Company, Watsonville, California, please find enclosed $200,000.00 United States Treasury Bills, due October 22, 1974, numbers 671757-B/ 671758-B (2) @ $100,000.00 each.

We acknowledge receipt of (2) Treasury bills in the total amount of $200,000.00 due April 10, 1975. which replace the above mentioned securities.

Kindly acknowledge receipt by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Granite Construction Company
cc: Oregon State Highway Division, attn: Dick Hacak

RECEIVED
OCT 21 1974
Contract Accts.

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

October 18, 1974

Granite Construction Company
Watsonville, Calif. 95076

Attn: F. D. Moller, Jr. Vice Pres.

Gentlemen:

As indicated by the enclosed copy of a letter to the Bank of America, San Francisco, California, we have released and shipped to them $200,000.00 United States Treasury Bills, which mature on October 22, 1974.

Please find enclosed our State Treasury safekeeping receipt No. 1401, dated October 18, 1974, in the amount of $200,000.00, which covers United States Treasury Bills numbers 83446-C/47-C, due April 10, 1975, replacing the bills due October 22, 1974.

We have credited your State Highway contract number 7748.

We are also enclosing our invoice in the amount of $1.50, the cost of shipping the Treasury bills to the Bank of America.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

CC: Oregon State Highway Divisison, attn: Dick Hacak

RECEIVED
OCT 21 1974
Contract Acctg.

COPY

7748

FORM 81.734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

October 3, 1974

Portland, OR 97213

FILE: Case File
Contract 7748

FROM: R. N. BOTHMAN
Metropolitan Engineer

SUBJECT: Foster-Causey section
I-205

NOTED
H. S. COULTER

TO: MEMO TO THE FILE

I met with Les Fowler of 9490 S.E. Wichita Street, telephone 654-0642, at his request, with Ed Holland, to review the drainage problem at his property on Johnson Creek.

Mr. Fowler has apparently pursued the Johnson Creek drainage problems for a number of years, having correspondence from Senators Hatfield and Packwood, Representative Green, Governor McCall, and numerous County and City representatives.

His "present" contention is that the construction of I-205 has increased the flow in Johnson Creek, therefore, the flooding at his residence, directly on Johnson Creek, downstream approximately two miles from I-205.

At this point, Johnson Creek meanders considerably on a relatively flat grade, in a residential area. The creek has been rip-rapped with WPA type efforts. However, over the last many years it has built up numerous gravel bars, probably reducing the channel to about one-fourth it's original size.

During those years, numerous drainage facilities have been added to Johnson Creek, including a recent, major drainage system from Lynnwood Avenue, draining an entire sub-division area south of Johnson Creek directly into the creek, replacing drywells and surface drainage which functioned in the past; this connection being between I-205 and Mr. Fowler.

Mr. Fowler contends that the silt in his house from last year's flooding came from the I-205 project. The evidence in the creek, in the buildup of the bars, is substantial size rock and gravels, indicating that most likely the materials did not generate from the I-205 project. The silt in Mr. Forler's house probably came from other improvements along Johnson Creek, between I-205 and his residence.

I advised him that I saw no way that the Highway Division could pursue the Johnson Creek drainage problem, involving the many jurisdictions affected, including Gresham, Multnomah County, Clackamas County, Milwaukie and the City of Portland, as well as the Metropolitan Service District, which has completed their interim action program, dated September 1974, and is pursuing some type of a drainage management in the entire basin. I advised him that it would most likely not be possible for any jurisdiction to make spot improvements without affecting the entire drainage system.

Mr. Fowler desires and needs immediate relief from the reduced channel to prevent flooding this winter.

RECEIVED
OCT 4 1974
Office of
Oregon State Highway Engineer

ebg

cc: [redacted]

7748

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

FILE:

September 23, 1974
Salem, OR 97310

FROM: J. E. Chidsey
Railroad & Utility Engineer

TO: C. W. Head, Manager
Management Services

B U I L D I N G

SUBJECT: Easement
SE Foster Rd.-SE Causey Ave, Sec.
East Portland Freeway
Clackamas County
Contract No. 7748
R/W File 46970

The fully executed easement from the Portland Traction Company to the State of Oregon acting by and through its State Department of Transportation, Highway Division, on the above project has been handed to Velda De Guire for further processing. Distribution of conformed copies has been made as indicated below. Upon recording this easement the recording information should be sent to Portland Traction Company for their information.

This easement is the document specified in the Construction Agreement between Portland Traction Company and the Highway Division previously executed. No additional action on the part of the State Department of Transportation is required.

JEC:jrk

cc: G. L. Green-FHWA - w/copy agmt.
H. S. Coulter
J. H. Versteeg w/copy agmt.
J. L. Sollis "
J. B. Boyd w/original agmt.
Dorland Swan w/4 copies agmt.
R. N. Bothman w/copy agmt.
J. E. Holland "

Note: Forward this copy of agreement to District Engineer when project is complete.

7748 IP

Form E-209 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S.E. Foster Rd. - S.E. Causey Ave. Date September 13, 1974

Highway East Portland Freeway Contract No. 7748 ✓

County Multnomah & Clackamas Prefix 603-1020 ✓

Contractor Granite Construction Co. F. A. Project No. I-205-7(24)304 ✓

Address 9100 S.E. Fuller Rd. Portland, Oregon97266 Order No. 21 ✓

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Construct curb and other additional work that might be required for slope paving as shown on revised drawing 22960 dated November 9, 1972.

1. Maximum rental allowable as per AGC Agreement.
2. Percentage allowed contractor is in accordance with executed contract for project.

Location by station numbers:

"L" 533+00 Johnson Cr. O'xing
"L" 582+00 Lester Ave. U'xing
"L" 601+50 Otty Road U'xing

Estimate of quantities and cost:

Materials - - - - - - - - - - $2.50/ft.
Labor - - - - - - - - - - - - 4.00/ft.
$6.50/ft.

Johnson Cr. O'xing - - - -	490 ft.	@ $6.50 =	$ 3,185.00
Lester Ave U'xing - - - -	400 ft.	@ $6.50 =	2,600.00
Otty Road U'xing- - - - -	370 ft.	@ $6.50 =	2,405.00 ✓
		TOTAL	$8,190.00

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

/ Slope paving curb is not included in the bid items of this contract.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$9,858,718.63 ✓
Present estimate of project cost, including $8,190.00 ✓ for work under this order	$9,661,150.58
Expected under-run amount	$ 197,568.05
Expected under-run per cent	2.0

Space to right of this line is for use of Salem Office

Submitted by: J. L. Hoffman ✓ Resident Engineer

Approval Recommended: Marvin A. Luft ✓ Regional Engineer

Approval Recommended: For: Construction Engineer or Bridge Engineer

Approved Construction Engineer.

AD

CC: Materials John Jenkins Electrical

7748

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

September 9, 1974

Portland Traction Co.
1800 S. Water Ave.
Portland, OR 97214

Attn: Mr. F. V. Schlaf, Superintendent
Traffic Manager

Construction Agreement
SE Foster Rd.-SE Causey Ave. Sec.
East Portland Freeway
Clackamas County
Contract No. 7748
R/W File: 46970
PTC File: A

Dear Fred:

On April 11, 1974, you wrote to me regarding the SE Foster Road-SE Causey Avenue Section of the East Portland Freeway and stated that your people were in accord with the fact that an easement will have to be provided to the State in the same form as that shown in Exhibit "C" of the executed agreement. To date we have not seen this easement and in order to close our right of way file on this project it is needed.

I would appreciate it if you would look into this and give me some indication as to when we might see the final easement from your Legal Department.

Yours truly,

J. E. Chidsey, P. E.
Railroad & Utility Engineer

JEC:jrk

RECEIVED
SEP 10 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

bc: G. L. Green-FHWA
H. S. Coulter
J. H. Versteeg
J. L. Sollis
J. B. Boyd
R. N. Bothman
J. E. Holland

7748

FORM 8-98

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, OR 97310

DATE August 19, 1974

TO Memo To File

FROM W. R. Zirbes
Signals Engineer

SUBJECT Traffic Signal Installation
S.E. Foster Rd.-S.E. Causey Ave. Section
East Portland Freeway
Contract No. 7748

NOTED
R.D. TRYGSTAD

The traffic signal at the intersection of S.E. 92nd Avenue and S.E. Flavel Street was placed in operation at 1 p.m. on August 16, 1974.

WRZ:cr
cc Carl Vistica

NOTED
L.E. GEORGE

#7748 8-15-74

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: I-205-7(13)300

STATE PROJECT NO.: SE FOSTER-SE CAUSEY AVE

FROM: G. L. GREEN, DIVISION ENGINEER, SALEM, OREGON

PROGRAM NO.:

ITEM NO.: I-543

COUNTY NAME: MULTNOMAH AND CLACKAMAS

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. F. B. KLABOE
ADMINISTRATOR AND STATE HIGHWAY ENGINEER
STATE OF OREGON
SALEM, OREGON

RECEIVED
STATE HWY ENGR
AUG 16 '74
REFER TO
Schroeder
FOR

To | Drives | R/D | D/R | Sign | Act | File

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER	STATE ROUTE NUMBER
	JULY 17, 1972	INTERSTATE ROUTE 205	EAST PORTLAND FREEWAY #64

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
YOU WERE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR THE MT. SCOTT WATER DISTRICT FACILITIES EFFECTIVE JULY 17, 1972. REIMBURSEMENT ON AN ACTUAL COST BASIS RE-ESTIMATED TO BE $13,083.85 IS APPROVED.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

NOTED
R. L. SCHROEDER

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) UTILITY ADJUSTMENT.
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR PR 1240 DATED JULY 17, 1972 AUTHORIZED YOU TO PROCEED WITH THE ACTUAL UTILITY ADJUSTMENTS EFFECTIVE THAT DATE.

THE MT. SCOTT WATER DISTRICT'S JULY 17, 1974 REVISED ESTIMATE FURNISHED WITH MR. PRESTON'S AUGUST 2, 1974 LETTER IS APPROVED. IT INCREASES THE TOTAL ESTIMATED COST OF THE STATE'S SHARE BY $3,572.85.

ALL OTHER PROVISIONS OF THE JULY 17, 1972 AUTHORIZATION REMAIN IN FORCE.

Original to Boyd
Copy to Wallin
8-16-74

RECEIVED
AUG 16 1974

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-15-74	H. L. Green	Office of Assistant State Highway Engineer DIVISION ENGINEER

FORM PR-1240 (REV. 9-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7748 IP

Form E-208 (Rev. 11-70)

OREGON STATE HIGHWAY DIVISION

Order for Extra Work

TO BE PERFORMED ON FORCE ACCOUNT BASIS

Project Name S. E. Foster Rd. – S. E. Causey Ave. Date August 13, 1974

Highway East Portland Freeway Contract No. 7748

County Multnomah / Clackamas Prefix 603-102 0

Contractor Granite Construction Co. F. A. Project No. I-205-7(24)304

Address 9100 S. E. Fuller Rd. Portland, Oregon 97266 Order No. 19

The following work is hereby classified as "Extra Work", to be performed and paid for in accordance with the terms of contract.

Description of work to be done: Furnish material and install 8 inch sanitary sewer pipe.

Location by station numbers:

Rt. "MS" 15+00+-

Estimate of quantities and cost:

Material	$ 105.00	plus 15%	$ 120.75
Equipment	888.60	plus 15%	1022.12
Labor	656.00	plus 20%	787.20
			1930.07

Explanation: (Explain here the conditions which cause this work to be classed as "extra work")

Specifications For Highway Construction (1970 Edition) applies. Standard Sanitary sewer connection to Mr. Mc Niel's property not shown on original plans.

INSTRUCTIONS: A single order should not cover more than one class of work or more than one extra work job.

Submit five copies of the order to Salem. After final approval of the order, the Salem office will send one copy to the contractor, one to the Regional Engineer and one to the Resident Engineer.

Project authorization	$ 9,858,718.63
Present estimate of project cost, including $ 1,930.07 for work under this order	$ 9,649,147.11
Expected ~~under-run~~ over-run amount	$ 209,571.52
Expected ~~under-run~~ over-run per cent	2.1%

Space to right of this line is for use of Salem Office

Submitted by: William Bryant Asst. Res. Eng. For J.E. Hollans — Resident Engineer

Approval Recommended: ..... — For: Construction Engineer or Bridge Engineer

Approval Recommended: ..... — Regional Engineer

Approved ..... — Construction Engineer.

SP*07800-734

#7748

FORM S-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

August 2, 1974
Salem, OR 97310

SUBJECT: Revised Estimate
Water Facilities Relocation
Mt. Scott Water District
S.E. Foster Rd.-S.E. Causey Ave. Sec.
E. Portland Freeway
Multnomah & Clackamas Counties
Utility Project No. I-205-7(13)300

To: Glenn L. Green
Federal Highway Administration

Attached are two copies of a revised estimate of cost, dated July 17, 1974, covering the relocation of the water facilities owned by Mt. Scott Water District which are in conflict with this project.

An estimate and sketch map for this work was submitted to you with our letter dated July 6, 1972. Your letter dated July 17, 1972 approved the work on an actual cost basis (State's share 67.3%) effective July 17, 1972. Due to delays in freeway construction the work was not performed in 1972 as anticipated.

The cost of labor and material have increased considerably since that time, therefore the Company is submitting a revised estimate. The estimate follows the same foremat as the original. There is betterment derived from the proposed adjustment of the District's facilities. The District's estimate has been prepared to reflect Plan A - a relocation in kind at an estimated cost of $13,083.85, and Plan B - a relocation using 12-inch ductile iron pipe at an estimated cost of $21,449.85. The District will be reimbursed for $13,083.85/21,449.85 or 61.0% of the actual cost of their relocation under Plan B.

Your approval of the revised estimate of cost, as evidenced above, is requested. All other provisions of your July 17, 1972 letter should remain in force.

Phil G. Preston
Utility Special Studies Engineer

PGP:jrk

cc: ~~R. L. Schroeder~~
V. L. Gallagher
D. E. Swan

RECEIVED
AUG 5 1974
Office of
Assistant State Highway Engineer

SP*92478-784

7748

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE July 25, 1974

TO C. W. Head
John Bond
V. Gallagher
Charles Barrett

FROM V. E. Skoog, Controller
By: R. J. Hacek, Accounting Systems Off.

SUBJECT Granite Construction Co.
Contract 7748

Treasurer's Receipt #570 (Bond #1329-K, $100,000.00)
(Bonds 3377E/3385E, $90,000.00)
(Bonds 656F/2159K, $10,000.00)
totaling $200,000.00 have been returned to Granite Construction Company.

Treasurer's Receipt #1299 (Bonds 64483/84) in the amount of $200,000.00 have been received as a replacement for bonds that have been returned to Granite Construction Co. These bonds are in lieu of retainage on contract 7748.

The deposit and withdrawal were of equal amounts so no change resulted in the total amount on deposit.

A copy of the letters and Treasurer's Receipt will be filed (in the contract file) in the Commission Services Office.

CRP:pl

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 1299

SAFEKEEPING RECEIPT

Received for Account of Granite Construction Co.
Watsonville, California 95076

Date July 19, 1974

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
The Twelve Federal Intermediate Credit Banks Dated May 1, 1974 Due Feb. 3, 1975 8.80%	64483/84	2	100,000				200,000.00
							200,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7748

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 22, 1974

Bank of America
Post Office Box 660
Watsonville, California 95076

Attn: Mr. Carson:

Gentlemen:

Treas. Rec. # [redacted] 570

Per instructions from the Granite Construction Company, Watsonville, California, please find enclosed $200,000.00 Federal Land Bank Bonds, due July 22, 1974, (5.85%) numbers 1329-K @ $100,000.00 numbers 3377-E/3385-E (9) @ $10,000.00 and numbers 656-F and 2159-K @ $5,000.00 each.

100,000.-
90000.-
10,000.-
200,000.-

Kindly acknowledge receipt by signing and returning the duplicate of this letter.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc:Granite Construction Company
cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
JUL 23 1974
Contract Acctg.

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

July 22, 1974

Granite Construction Company
Watsonville, California 95076

Gentlemen:

As evidenced by the copy of the enclosed letter to the Bank of America, Watsonville, California, we have released and mailed to them $200,000.00 Federal Land Bank Bonds, (5.85%) due July 22, 1974. ← Treas. Receipt # 570

Treas Rec. # 1299 { We acknowledge receipt of $200,000.00 the Twelve Federal Intermediate Credit Bank Bonds (8.80%) due February 3, 1975.

Our receipt for the same is enclosed.

We have credited your State Highway contract number 7748.

We are also enclosing our invoice in the amount of $50.55 the cost of shipping the Federal Land Bank Bonds to the Bank of America.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Marle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division, attn: Dick Hacek

RECEIVED
JUL 23 1974
Contract Acctg.

COPY

7748

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 3, 1974

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

Mr. J. E. Holland
Resident Engineer
9421 S.E. Glenwood
Portland, Oregon

Re: Contractors Activities
S.E. Foster Rd.-S.E. Causey Avenue Section
East Portland Freeway
Clackamas County
Contract # 7748

On July 1, 1974, I wrote a letter to Mr. C. T. Keasey with a copy to you, regarding complaints made by Mr. Ernie Kendrew of the Southern Pacific about the contractors activities of the S.E. Foster Rd.-S.E. Causey Avenue Section of the East Portland Freeway. In talking to Jess Jones, Utility Auditor in the Finance Section, he advised me that these incidents are similar to events which have happened in the past, ultimately causing the contractor a large amount of expense.

On the La Grande By-pass Section of the Old Oregon Trail Highway, the State had agreed to pay the first $30,000 protective cost with the balance to be borne by the contractor. Due to the contractors use of haul roads without adequate notice to the railroad, it was necessary for the railroad to assign a permanent flagman to protect this crossing. The total railroad protective costs on this project amounted to $111,004.92 leaving $81,004.92 to be paid by the contractor. On the Lime Section of the Old Oregon Trail Highway, the contractors share of railroad protective cost amounted to approximately $60,000. The excessive cost of the Lime job was also the contractors failure to property notify the railroad when he would be utilizing a haul road crossing and resulted in assigning a permanent flagman to the area.

I cite these figures so that perhaps you might advise the contractor as to the magnitude of this railroad protective cost which may be his responsibility. If the contractor will property schedule his work and notify the Southern Pacific Transportation Company of his activities, and the times when he will be working on the railroad property, I feel certain that his railroad protective cost can be held within the amount which the State has agreed to pay. It is also to the State's benefit that the contractor properly utilize the railroad inspection which is required to avoid the possibility of more stringent requirements on construction projects involving Southern Pacific property being placed on both the State Highway Division and our contractors.

If there is anything further I can do to aid you in bringing this matter to the contractors attention, please do not hesitate calling on me.

Yours truly,

J. E. Chidsey, P. E.
Railroad and Utility Engineer

NOTED
H.S. COULTER

cc: H. S. Coulter
C. T. Keasey
J. L. Sollis
V. E. Skoog
J. B. Boyd
R. N. Bothman

RECEIVED
JUL 5 1974
Office of
Assistant State Highway Engineer

#7748 - Coulter J

FORM E-20

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COULTER

RECEIVED
JUL 1 1974
Office of
Assistant State Highway Engineer

Salem, Oregon
July 1, 1974

To: C. T. Keasey
Construction Engineer
Salem

SUBJECT: Contractor's activities on Southern Pacific Railroad Company, Right of Way

I had conversation this morning with Mr. Ernie Kendrew of Southern Pacific Transportation Company, who is my contact with Southern Pacific, regarding the Highway Projects which affect Southern Pacific Transportation Company's operating facilities. He cited me three different instances on existing contracts where the contractor is requiring Southern Pacific to furnish an excessive amount of inspection due to the contractor on these projects not working in an expeditious manner to complete the work on the Southern Pacific Right of Way. The three projects in question are: S. E. Foster Rd.-S. E. Causey Avenue Section of the East Portland Freeway, Contract No. 7748; Woodburn Intchg.-Hayesville Intchg. Sections of the Pacific Highway, Contract No. 7866; South Tigard Intchg.-East Portland Freeway Section of the Pacific Highway, Contract No. 7937.

In all three of these projects, the contractor has worked intermitantly on the portions of the work which require a railroad inspector to be present. This type of operation by the contractor has required that the railroad have inspectors on the project at the times when no work on railroad property is being performed and in fact, an inspector is not needed. This has increased the railroad inspection costs, which in accordance with the contract, will be borne by the contractor, but nevertheless, have caused Southern Pacific inconvenience since their inspectors could be utilized in other projects requiring them to get extra inspection help.

Mr. Kendrew cited on the Chemawa Overcrossing of the Southern Pacific tracks an instance where Southern Pacific all this week had two inspectors on the job and the contractor anticipating the placement of beams over the railroad. Two inspectors have been necessary to coordinate communications, etc., during this beam placement operation. During this five day period the contractor has not done any of the work that he anticipates. The additional inspector which has been required to be on the project could be utilized by Southern Pacific more beneficially at another location. It will be still necessary for Southern Pacific to supply two inspectors next week through the period of time through the time the contractor is installing the beams.

Mr. Kendrew advises me that if our contractors continue this lack of coordination with Southern Pacific, insofar as inspection goes, that Southern Pacific may require us to include more stringent requirements in the specifications requiring the contractor to perhaps provide seven days written notice before railroad inspectors will be furnished or some other form of inconvenience to the contractor.

It would be appreciated if you could do what you can to have our contractors better coordinate their work with Southern Pacific so that the SPTC can plan the utilization of their engineer inspectors.

If there is any assistance I can give you in this matter or any further information you require, please contact me.

Yours truly,

J. E. Chidsey,
Railroad and Utility Engineer

JEC:kas

cc: H. S. Coulter
J. L. Sollis
V. E. Skoog
E. L. Hardt
C. O. Fredrickson
J. E. Holland
G. J. Hall
Maurice Payne

7748

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

June 11, 1974

SUBJECT: Damage Claim-Darrell & Ruth McNeil
SE Foster-SE Causey Section
East Portland Freeway I-205
Contract No. 7748

To: C. T. KEASEY
Construction Engineer

From: Marion A. Craft
MARION CRAFT
Metro Construction Engineer

I checked on this claim last Thursday, June 6, 1974, (see memo to files dated June 10 for a detailed description).

The McNeils complaint is entirely with the contractor and the way they have treated the small piece of ground (garden area), just west of the McNeils house. Jim Clark of Granite Construction has been informed of our visit to the McNeils and of their complaints and also of the fact that the McNeils have engaged the services of a law firm, Anderson, Dittman, and Anderson, to represent them.

pq

Send copy to H.S. Coulter

RECEIVED
JUN 13 1974
Office of
Assistant State Highway Engineer

NOTED
H.S. COULTER

7748.

FORM E-20 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

June 10, 1974

SUBJECT: Damage Claim-Darrell & Ruth McNeil
SE Foster - SE Causey Section
East Portland Freeway I-205
Contract No. 7748

To: MEMO TO THE FILES

M. C.

From: MARION A. CRAFT
Metro Construction Engineer

NOTED
H. S. COULTER

On June 6, 1974. (AM), I picked up Ed Holland and we went to see the McNeils to determine the nature of their claim for damages. Both Mr. & Mrs. McNeil took Ed and I to the portion of their property which they were concerned about, that is, the parcel north of Mt. Scott Blvd., west of their house and south of Johnson Creek. Their complaint, as far as I can determine, is entirely with the contractor and his operation. The McNeils claim that the contractor repeatedly trespassed on this property, stored equipment and material on the site, and that no oral or written agreement was made between them and the contractor to use this area as storage, parking, or as an access to other parts of the job. Mr. McNeil said that after talking to the contractor, (Mr. Clarke, I believe he said, and I think he said the young one), he was told that the contractor would get the equipment or material off the property and restore it to as good as or better condition than it was originally.

The contractor placed several (four or five) truckloads of topsoil in the area. When Ed and I were out there on June 6, 1974, the topsoil had been bladed off and spread around. There were numerous rocks, twigs and branches and even pieces of reinforcing steel scattered around. The McNeils claim that this isn't nearly as good as previous to the construction, and that they couldn't plant a garden in this area. They have engaged the firm of Anderson, Dittman, and Anderson to look into the matter and do what they can.

We showed the McNeils a plan of the freeway through this area, and explained that a fence would be built around three sides of their property, that a concrete line ditch would be built between the east side of their property and the freeway, and that the slopes of the fill would be protected against erosion.

Ed Holland said he would talk to Mr. Clarke about this situation and see if he can get him to take care of the problem; however, I think that since the law firm is already involved, the contractor and McNeil's lawyers will have to settle it.

RECEIVED
JUN 12 1974
Office of
Assistant State Highway Engineer

6-12-74 cy Lewis

pq

cc Ed Holland
C. T. Keasey

Send cc to H.S. Coulter 6-11-74

7748

FORM 81-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

May 28, 1974

FILE:

FROM: C. T. Keasey

Construction Engineer

TO: R. N. Bothman

Metropolitan Engineer

PORTLAND

SUBJECT: Damage Claim - Darrell & Ruth M. McNeil

S.E. Foster - S.E. Causey Section

East Portland Freeway I-205

Contract No. 7748

Attached is a notice of claim for damages on the subject project for "diversion of waters onto their lands, sedimentation, deposit of earth, debris and other materials ---".

This appears to be the same complaint which was the subject of Attorney Anderson's letter of April 17, and to which Mr. A. E. Johnson responded with his letter of May 8, 1974. Please refer to that correspondence and report accordingly on this claim.

CTK:fr

Att.

cc: H. S. Coulter
Jack Sollis

RECEIVED
MAY 29 1974
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

-# 7748

MEMO

DATE: 5-22-74

SUBJECT: Darrell and Ruth M. McNeil
SE Foster-S.E. Hinkley Section

TO: CONSTRUCTION

FROM: LEGAL - Jack Sollis

R/W Files: R-46188
R-46910

Please send a field report on the subject claim.

Thank you.

Routing
Keasey — RECEIVED — Scofield
Bond — Glenn
Jackmond — MAY 23 1974 — Berg
Harwood
Johnsen — CONSTRUCTION
Walker — SECTION

IEB

Attachment

Isabel—
Is this the same claim
that you received and asked
Region for report?
If it's a new one, I'll send
it on out to the field from here.
Carroll

ANDERSON, DITTMAN & ANDERSON
ATTORNEYS AT LAW
TIGARD PROFESSIONAL CENTER
8865 S. W. CENTER STREET
P. O. BOX 23006, TIGARD, OREGON 97223
639-1121

FRED A. ANDERSON
DERRYCK H. DITTMAN
ROGER F. ANDERSON

May 14, 1974

RECEIVED
MAY 17 1974
ATTORNEY GENERAL
SALEM, OREGON

R - 46188
R - 46910

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Mr. Lee Johnson
Attorney General
State of Oregon
Capitol Building
Salem, Oregon 97310

Department of Transportation
c/o Mr. George M. Baldwin
Director of Transportation
Highway Building
Salem, Oregon 97310

Gentlemen:

This is supplemental to letter of April 17, 1974, to the Oregon State Highway Division with respect to the settling matter hereinafter set forth. This letter is directed to you pursuant to the provisions of ORS 30.275 for the purpose of notifying you of the claim of Darrell McNeil and Ruth M. McNeil for damages against the Oregon State Highway Division and its contractors by reason of various acts of trespass, including, but not limited to, diversion of waters onto their lands, sedimentation, deposit of earth, debris and other materials of the following described premises:

A parcel of land lying in the E-1/2 of Section 21, Township 1 South, Range 2 East, W. M., Multnomah County, Oregon, as described in Deed recorded April 5, 1966, in Book 482, Page 599 of Multnomah County Deed Records, excepting those portions thereof deeded to the State of Oregon for highway and street purposes and excepting those portions lying within the boundaries of roads, highways and streets.

As of this time, a determination has not yet been made as to the extent and value of the damage but determination of this aspect of the matter will be made and you will be advised in due course with the intention on the part of our clients to institute proceedings to recover same in accordance with law.

Very truly yours,

ANDERSON, DITTMAN & ANDERSON

Fred. A. Anderson

FAA:pml
cc: Mr. and Mrs. Darrell McNeil

#7148.

317-J

May 8, 1974

Mr. Fred A. Anderson
Anderson, Dittman & Anderson
Attorneys at Law
8865 S. W. Center Street
Tigard, OR 97223

Dear Mr. Anderson:

Reference is made to your April 17 letter concerning drainage problems in connection with the premises of Darrel McNeil and Ruth M. McNeil at 9309 S. E. Mt. Scott Boulevard, Portland. Our reply to you has been delayed because of our inability to find any record of a previous complaint, either written or oral.

Drainage on the west side of the I-205 freeway between the construction and the McNeil property is provided as part of the project and will carry the surface water projected from the freeway project to Johnson Creek. This drainage consists of a concrete-lined ditch along the westerly side of the freeway fill, extending the full length of the McNeil property.

By copy of this letter, I am asking Mr. R. N. Bothman, Metropolitan Engineer, to contact Mr. and Mrs. McNeil in order to investigate their problem, explain our project to them, and report back to this office.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

AEJ:ja

bc F. B. Klaboe
H. S. Coulter
C. T. Keasey (enc.)
R. N. Bothman - Please contact and report.

FORM E-80 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

April 30, 1974

SUBJECT: ROUGH DRAFT REPLY
REFERRAL NO. 317
DRAINAGE PROBLEMS ON
DARREL MC NEIL PROPERTY
AT MT. SCOTT BLVD.

To: A. E. JOHNSON
Deputy State Highway Engineer

From: R. N. BOTHMAN
Metropolitan Engineer

Attached is rough draft reply to Attorney Fred A. Anderson concerning drainage problems on Darrel McNeil property in connection with the I-205 freeway.

ar

Attachment

cc J. E. Holland

RECEIVED
STATE HWY ENGR
MAY 1'74
REFER TO
FOR
Info | Inves | R/D | DVR | Sign | Rct | File

RECEIVED
MAY 1 1974
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
APR 22 '74
REFER TO
FOR
Info
Invest
R/D
D/R
Sign
Act
File

ANDERSON & DITTMAN
ATTORNEYS AT LAW
TIGARD PROFESSIONAL CENTER
8865 S. W. CENTER STREET
P. O. BOX 23006, TIGARD, OREGON 97223
639-1121

FRED. A. ANDERSON
DERRYCK H. DITTMAN
ROGER F. ANDERSON

April 17, 1974

Oregon State Highway Division
Department of Transportation
Salem, Oregon 97310

Gentlemen:

This office represents Darrel McNeil and Ruth M. McNeil, who are the owners of premises at 9309 S. E. Mt. Scott Blvd., Portland, Oregon, which premises are residual from a larger tract which was the subject of a condemnation proceeding approximately one year ago in connection with the I-205 Freeway.

The McNeils report to us that although your attention has been invited on many occasions to the unnatural water and drainage problems which you have imposed upon their remaining property, your promises of curative or remedial action have not been fulfilled.

The purpose of this letter is to ask you and your engineers to again review the matter with the purpose of precluding the entry upon their property of large volume of surface waters projected from the state rights-of-way onto the McNeil premises which, prior to your construction, flowed elsewhere.

Your immediate consideration of this matter and advice as to what steps you propose to take will be appreciated.

Very truly yours,

ANDERSON, DITTMAN & ANDERSON

Fred A. Anderson

FAA:pml
cc: Mr. and Mrs. Darrel McNeil

RECEIVED
APR 23 1974
Office of
Assistant State Highway Engineer

RECEIVED
APR 19 1974
OFFICE

#7748

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

DATE May 22, 1974

TO Memo To File

ORIGINAL SIGNED
J. B. BOYD

FROM J. B. Boyd
Right of Way Engineer

SUBJECT PURCHASE OF PROPERTIES
9141 Crystal Springs Blvd.
9216 Tenino Court
East Portland Freeway
Multnomah County

We had earlier provided a rough draft for the Governor's signature which indicated that we would consider the purchase of properties at 9141 Crystal Springs Boulevard and 9216 S. E. Tenino Court. It has been found that Mr. Dunham, who lives at 9141 Crystal Springs Boulevard, has sold this property to another party and the other property owner does not appear to be interested in the sale of his property. Both files will be dropped and the file numbers canceled.

JBB:a

cc F. B. Klaboe
R. L. Schroeder
Bob Bothman
L. C. Grothaus

NOTED
R. L. SCHROEDER

RECEIVED
MAY 22 1974
Office of
State Highway Engineer

: #7748

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310

DATE May 8, 1974

TO R. L. Schroeder
Assistant State Highway Engineer

FROM Dave Crowell
Acoustics Engineer

SUBJECT Noise Level Projections at Properties Adjacent to I-205 Overcrossing and Crystal Springs Boulevard

At your request, noise level projections were made for two properties near the future I-205 overcrossing at 92 Avenue and Crystal Springs Boulevard. Noise levels in 1990 were found to exceed FHWA standards at both properties.

Enclosed is a copy of my calculations for your reference. Should you have any questions or would like further information, do not hesitate to contact me.

DC:cb

Enclosures

RECEIVED
MAY 6 1974
Office of
Assistant State Highway Engineer

NOTED
R. L. SCHROEDER

Copy to Potter
w/note: the man sold
for an apartment
5-24-74

CALCULATIONS

I. TRAFFIC DATA
1900 ADT
On I-205 109,000 (with M.H.F., Plate 16 I-205 DEIS)
Assume peak HR = 10% ADT (urban area) = 10,900
Assume 3 percent truck = 327
Assume speed = 50 mph (page 3-40DEIS)

II. EQUIVALENT LAND DISTANCE - FREEWAY TO HOUSES
$D_E = D_N D_F$
Where D_E = equivalent lane dist, D_N = Dist observer to c. l. near lane
D_F = Distance observer c. l. to far lane

D_E (Dunham House) = (150) (230) = 186 ft.
D_E (other) = (135) (210) = 168 ft.

III. SOUND LEVEL PREDICTION - AT GRADE CONFIGURATION
(See attached nomograph)
L_{10} Dunham House = 79 dBA
L_{10} Other = 80 dBA

IV. ELEVATION CORRECTION FACTOR
(From page 16 NCHRP Report 117, Highway Noise: A Design Guide for Highway Engineers)

H = Elevation of structure = 30 ft.
D_{s1} = 186-12 = 174
D_{s2} = 168-12 = 156

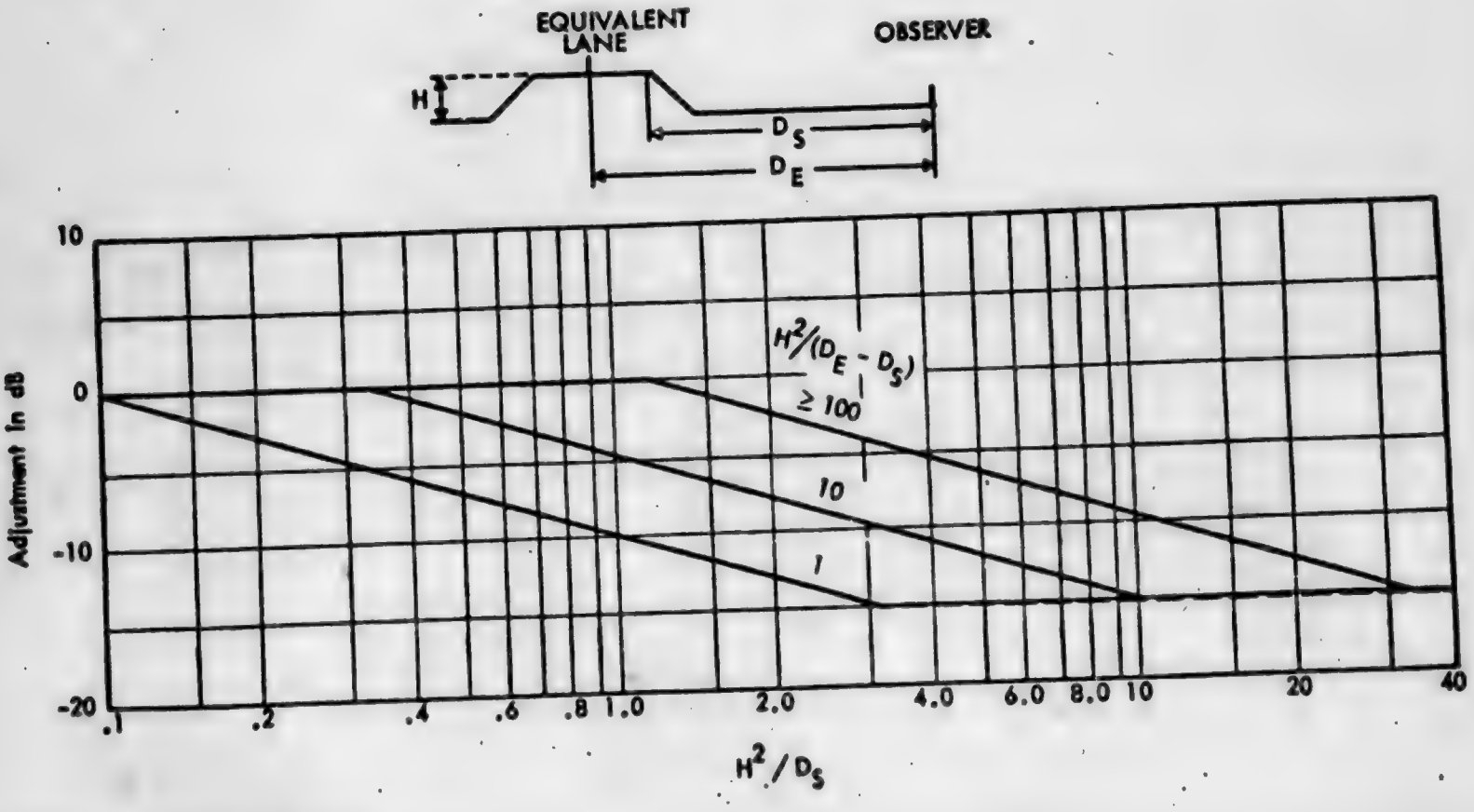


Figure 9. Adjustment for elevated roadway.

$\frac{H^2}{D_E - D_S} = \frac{900}{12} = 75$; $\frac{H^2}{D_{S1}} = 5.16$; $\frac{H^2}{D_{S2}} = 5.76$

Elevation correction factor = -6dBA, both sites

V. ADD CORRECTION FACTOR TO AT GRADE SOUND PROJECTION

Dunham House = 79 - 6 = 73 dBA L_{10} 70 dBA, FHWA STDS

Other = 80 - 6 = 74 dBA L_{10} 70 dBA, FHWA STDS

APPROX SCALE 1" = 100'

FRWY ELEV 30 FT

A

C

Liljeholm
950-398

(1)

46196

0.60 Ac. (±)

1.94 Ac. (±)

0.65 Ac. (±)

46194

46197

6636

Grainer
1543-32

S 89° 552 + 20.93 P.S.

TENINO CT.

S.E.

Dotson
185-39

1702-369

TL 43

250

550

200

Stockwell
87-203

44876

42227

J.E. & J. Butler
2032-441
Lin 3009
AW 32057
353 119

S 36° 07' W SEE 9B-2-2

175

250

150

190

EQ = 550 + 42.86 P.T. B.K.
SS = 510 + 56.38 P.O.T. Ah. (40 R.)

SPRINGS

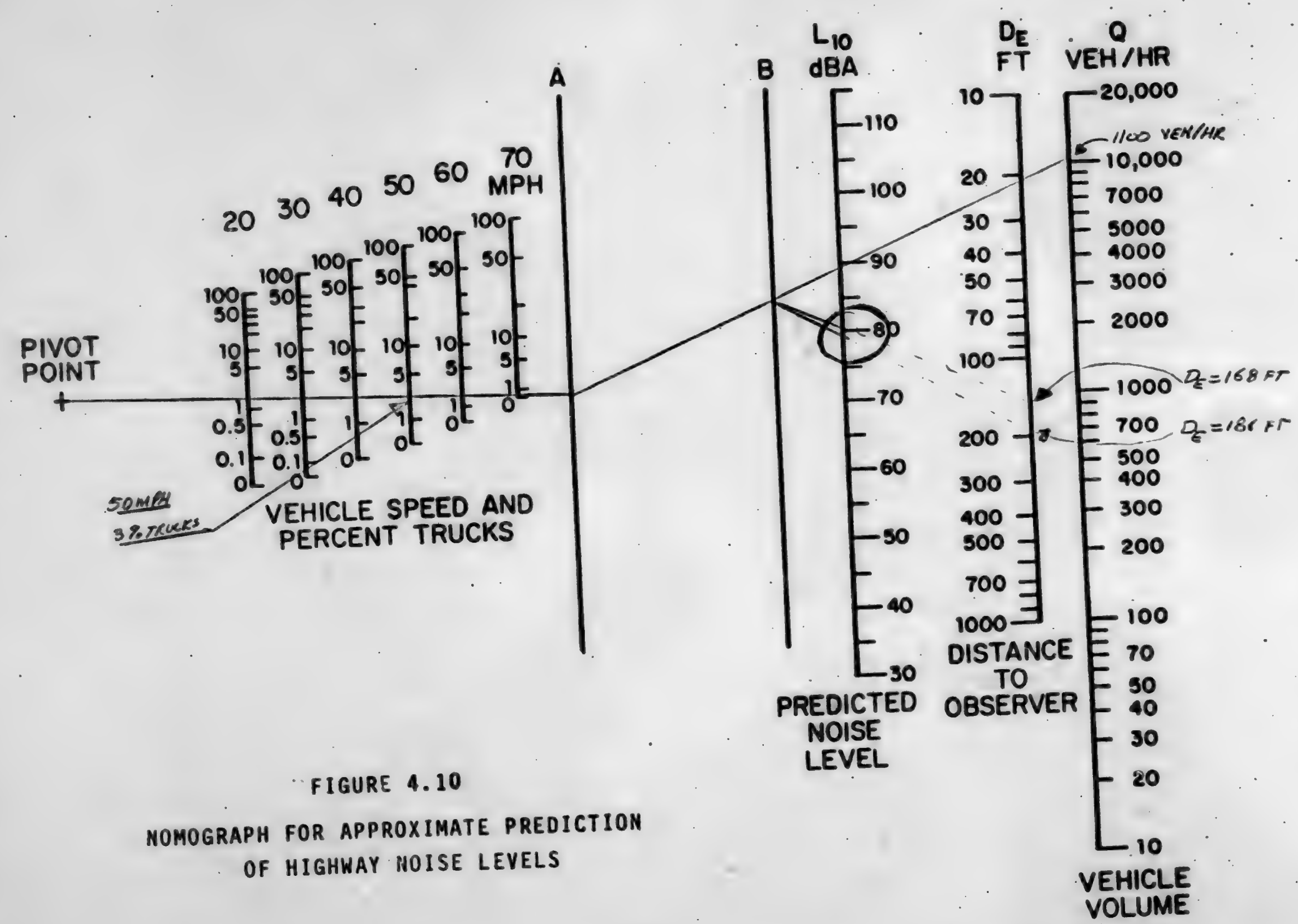


FIGURE 4.10

NOMOGRAPH FOR APPROXIMATE PREDICTION OF HIGHWAY NOISE LEVELS

Salem 97310

May 6, 1970

L. C. Gretzhaus
Regional R/W Supervisor

J. B. Boyd
Right of Way Engineer

Purchase of Properties

Mr. A. H. Dunham, 9141 S. E. Crystal Springs Boulevard, Portland, OR 97266, wrote to Governor Tom McCall and to Senator Mark Hatfield requesting relief from his distress in regard to the adjacent construction on I-205 and the structures over 92nd Avenue.

Upon checking his location, we found that his place would have been partially within the right-of-way if the right-of-way line had extended across 92nd Avenue at the width of the adjacent units. In addition, another home is in a like circumstance on the other side of the freeway.

As you will see from Mr. Klaboe's suggested reply for the Governor's consideration, we have received approval to appraise these properties and offer them the amount of the reviewed appraisal. These properties are not within the original right-of-way of I-205 but will probably be needed for the improvement of 92nd Avenue and the intersecting streets.

Please proceed with the appraisals and negotiations.

JRO:a
att.
cc F. O. Scott /w/ att.

NOTED
H. A. CHATWOOD

May 2, 1974

The Honorable Mark O. Hatfield
United States Senator
463 Russell Senate Office Building
Washington, D. C. 20510

Dear Senator Hatfield:

We recently checked into the complaint by Mr. A. H. Dunham who lives at 9141 S. E. Crystal Springs in Portland, in response to a letter he wrote to Governor McCall. Attached is a copy of the suggested reply we prepared for the Governor's use in responding to Mr. Dunham.

When the right-of-way for I-205 was delineated, the width for the overcrossing structure of 92nd Avenue was reduced in accordance with nationally accepted specifications. This eliminated the necessity of taking two homes, one on either side of the freeway. In reading Mr. Dunham's letter it is apparent that this has caused distress to these property owners.

We will have the properties appraised as if I-205 were not there and make an offer based upon these appraisals. We have discussed this with personnel in the Division Office of the Federal Highway Administration and while they have no objection, they cannot assure federal participation in any cost of acquiring the properties.

If any further information is needed, please let me know.

Very truly yours,

SIGNED BY
L. B. KLABOE

F. B. Klaboe
Administrator and
State Highway Engineer

RIGHT OF WAY SECTION
RECEIVED
MAY 1 1974
RE ARE AEA ES A RS
PMS AS CE CS TA FAU

Attach.

bc A. E. Johnson
R. L. Schroeder
J. B. Boyd
L. C. Grothaus

ms cm

Hwy Dept

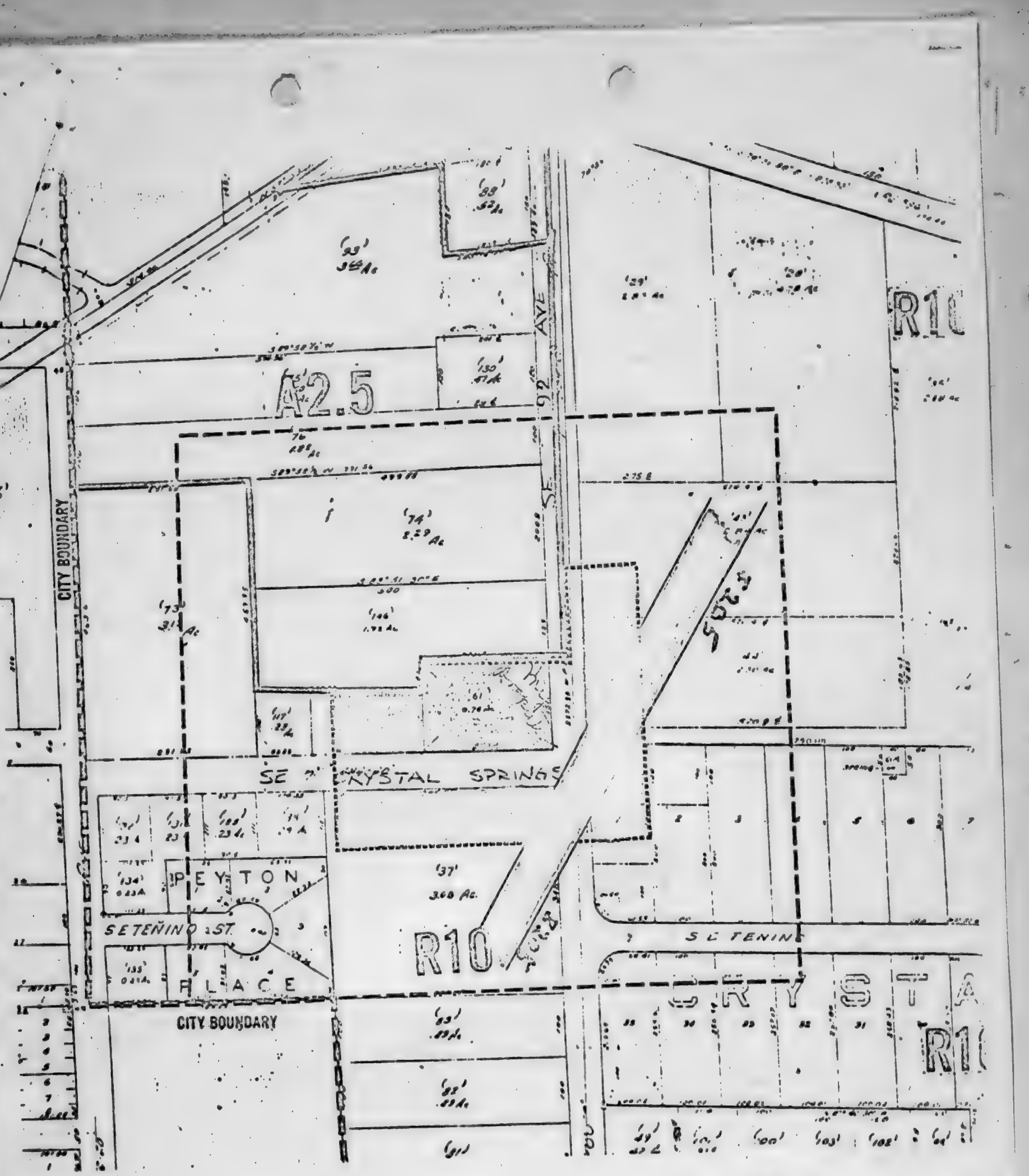
Senator Mark Hatfield

we are pleased with your adminastration & voted for helping the individual. we'd like to know if you could help us out in a problem that we have concerning the freeway I-205 thats being built. our home is on the corner of 92 ave & Capital Springs blvd which we had hoped to stay in the rest of our lives. I am gone to be 62 yrs old Jan 24-1975. & want to retire but since the freeway I-205 comes diagonal across the road on both sides of our property 92nd ave & Capital Springs blvd. are 2 lane highways & the freeway is 25 feet up in the air & is close to the road as possible without being on the road & blocks are view from are living room & are kitchen window both & with a 36-2 deck & patio houses in back of us were really hemmed in & the inversion causes the pollution so heavy when all the equipement is running & the cars stopping & going it makes us sick when we both go outside I have developed asthma from the heavy pollution around here & the noise around here is driving my wife out of her mind. this work has been going on for over a year now & still have 2 more lanes of freeway to build across before they are finished. we put our house up for sale over a year ago with 3 real estate firms - 6 months with tri-state realty 6 months with mayfair realty & now we have it listed with stassens realty & we had it listed at $35,000,00 & dropped the

price to $30,000,00 & never even received
an offer on it. The real estate companies
believe it is the fault of the freeway
that we can not sell it. We even tried to
change the Zone. For small business
or small manufacturing for the neighbors
don't want another apartment built around
here. The Southeast uplift program would not
recommend the Zone Change & the planning
board wouldn't allow a small business
either. They want to have it Zoned for
apartments & I wouldn't recommend anybody
to live on this piece of property. The
planning commission said the apartments
would have to be sound proof. The
Contractors if any would have to consider
the lift a cost. so I would have to knock
my price down accordingly. I would like
to know if the highway dept would buy
the property for the value is ruined for us
or pay the difference between the price we
were offered 5 yrs ago $30,000,00 by
Hallbrook realty & the price we receive
today when or if we can sell the prop

RECEIVED
STATE HWY ENGR
APR 29 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

Thank You
Arthur W Dunham



Petition Number _____

Existing Zoning R10

Requested Zoning A2.5

Signers Area .....

Zone Change Area ☐

¼ Section 3839

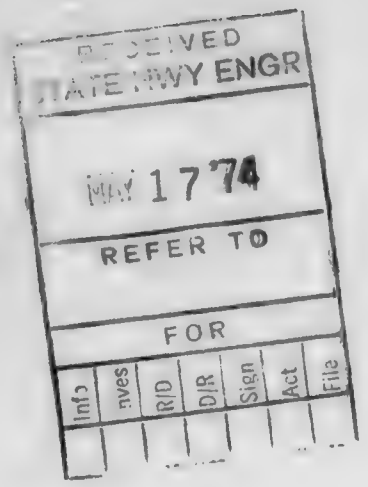
Scale: 1" = 200'

Notification Area - - -

#-174K

8

TOM McCALL
GOVERNOR



OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

May 13, 1974

274-K

Mr. A. H. Dunham
9141 S. E. Crystal Springs
Portland, Oregon 97266

Dear Mr. Dunham:

The Highway Division discussed with the Federal Highway Administration the proximity of your property to I-205, and the Federal Highway Administration is not willing to let Highway revise its right-of-way line to include your property. However, F. B. Klaboe, Administrator, State Highway Division, agrees that there may be reasons to improve the intersections within the proximity of the freeway and will have your property appraised by competent appraisers as though I-205 were not constructed adjacent to your property. This amount will be offered to you, but there will be no legal means for the state to acquire your property by litigation, as the state cannot use its power of eminent domain for needs not proven.

It will take as much as two to three months to acquire the necessary appraisals and prepare an offer. In the meantime, if you have further questions, I suggest you contact L. C. Grothaus, the Highway Division Right-of-Way Agent in the District Office. He can be reached at 5821 N. E. Glisan Street, Portland, Oregon 97213, telephone 238-8215.

I sincerely hope that this matter will be resolved to your satisfaction.

Sincerely,

Governor

TM:dr

bcc: Highway

cy Right-of-Way
5-17-74

COPY

May 2, 1974

F. B. Klaboe - Ext. 6516

SUGGESTED REPLY FOR THE GOVERNOR'S CONSIDERATION

Mr. A. H. Dunham
9141 S. E. Crystal Springs
Portland, OR 97266

Dear Mr. Dunham:

The Highway Division discussed with the Federal Highway Administration the proximity of your property to I-205, and the Federal Highway Administration is not willing to let Highway revise its right-of-way line to include your property. However, F. B. Klaboe, Administrator, State Highway Division, agrees that there may be reasons to improve the intersections within the proximity of the freeway and will have your property appraised by competent appraisers as though Interstate 205 were not constructed adjacent to your property. This amount will be offered to you, but there will be no legal means for the State to acquire your property by litigation as the State cannot use its power of eminent domain for needs not proven.

It will take as much as two to three months to acquire the necessary appraisals and prepare an offer. In the meantime, if you have further questions, I suggest you contact L. C. Grothaus, the Highway Division Right-of-Way Agent in the District Office. He can be reached at 5821 N. E. Glisan Street, Portland, OR 97213, telephone 238-8215.

I sincerely hope that this matter will be resolved to your satisfaction.

RECEIVED
MAY 2 1974
Office of
Assistant State Highway Engineer

bc: George M. Baldwin

bbc: A. E. Johnson
J. R. Oakes

JRO:a cm

4-17-74

A. W. DUNHAM
9141 SE CRYSTAL SP
PORTLAND, ORE.
97266

APR 17 1974

RECEIVED
STATE HWY ENGR
APR 1 1974
REFER TO Boyd
FOR
Info | Laws | RID | D/R | Sign | Act | File

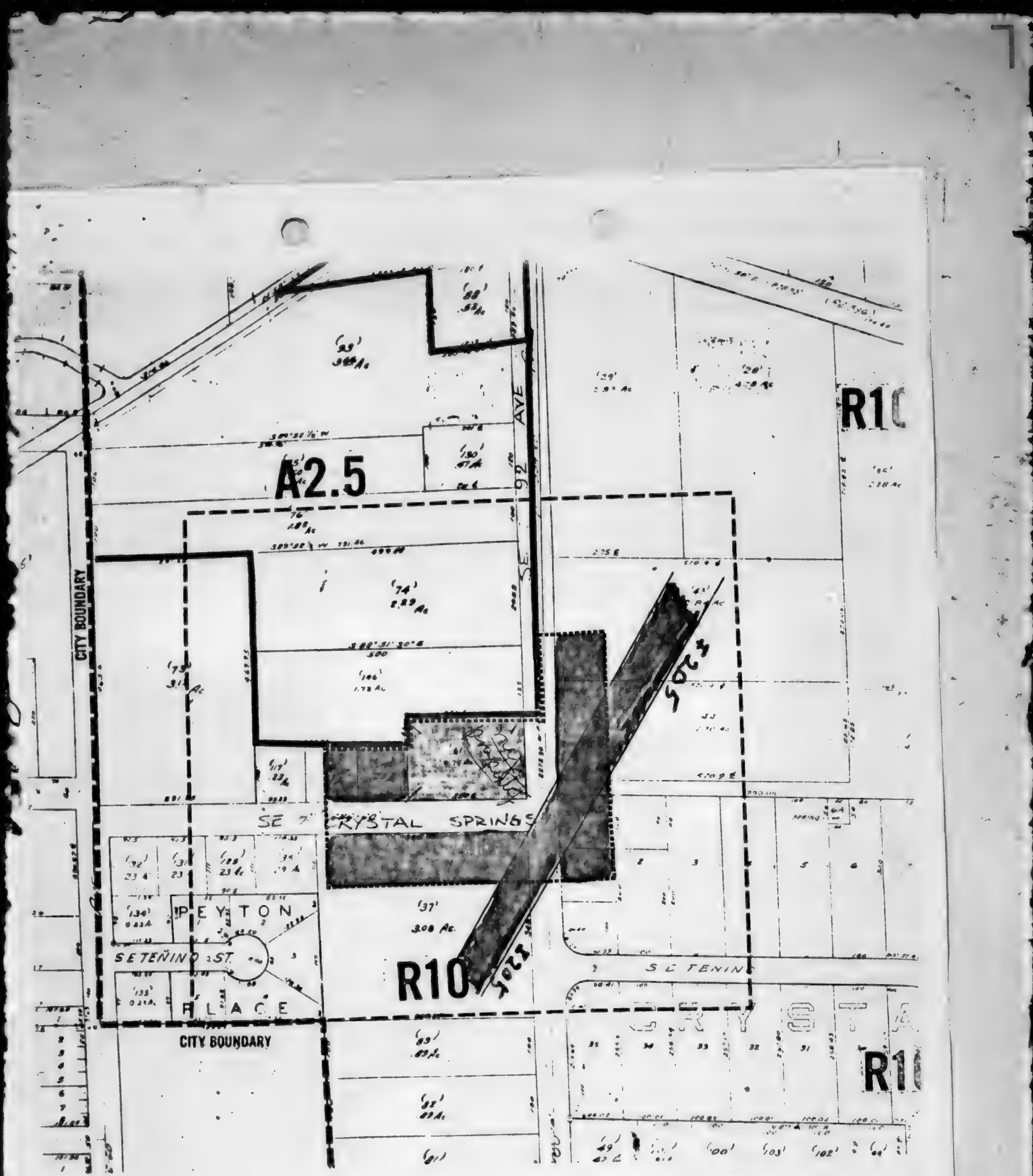
April 15, 1974

Governer - Tom McCall

We are well pleased with your administration & noted for helping individuals. We'd like to know if you could help us out in a problem that we have concerning the i-205 freeway. Our home is on the corner of 92nd ave & Crystal Springs which we had hoped to stay in the rest of our lives. I am gone to be 62 yrs old January 24 - 1975 & want to retire. Since the freeway I-205 comes diagonally across the road on both sides of our property on 92nd ave & Crystal Springs blvd it will be a 2 lane highway the freeway is 25 feet up in the air & is as close to the road as possible without being on the road & blocks our view from our living room & our kitchen window both. And with a 36 - 2 deck apartment houses in back of us were really hemmed in the inversion causes the pollution so heavy when all the equipment is running & the cars & motor cycles are gone by it makes us sick when we both go outside I have developed Asthma from the heavy pollution around here & all the noise around is driving my wife out of her mind she is a very nervous person any way. This work has been going on for a year now & still have 2 more lanes to build before they are finished. We put our house up for sale over a year ago 6 months [illegible]

realtors & we have it listed with Strasser real estate right now. we had it listed at $35,000.00 & dropped it down to $30,000.00 & never even received an offer on it. the real estate company all believe its the fault of the freeway that we cant sell our property. we've tried to get the Zone changed for a small manufacturing or small business for the neighbors don't want another apartment built around here. the South east up lift program wouldn't recommend the Zone Change & the planning board wouldn't allow a small business or manufacturing either. they wanted to have it Zoned for more apartments & I wouldn't recommend anybody to live on this piece of property the planning commission said the apartments would have to be soundproof the Contractors if any would have to consider the extra cost. so I have to knock my price down accordingly. I would like to know if the highway department would buy the property for the value is figured for us or pay the difference between the price we were offered 5 years ago of $30,000.00 & the price we receive today we were offered $30,000,00 dollars 5 years ago by Halbrook realtors if or when we can sell it

Yours truly
Arthur Dunham.



Petition Number_____

Existing Zoning R10

Requested Zoning A2.5

Signers Area .....

Zone Change Area

¼ Section 3839

Scale: 1" = 200'

Notification Area - - - -

Portland City Planning Commission

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

5821 NE Glisan, Portland, Oregon

B/U 7/15

DATE May 15, 1974

TO LOUIS C. GROTHAUS
Metro Right of Way Supervisor

FROM DONALD JONES
Metro Liason Officer

SUBJECT Cost estimate of properties at 9141 S. E. Crystal Springs and 9216 S. E. Tenino Court.

4/88.5

Investigation reveals the property located at 9216 S. E. Tenino Court is an occupied rental zoned R-10. Estimated purchase cost $22,500.00.

The property at 9141 S. E. Crystal Springs is in the process of being rezoned from R-10 to A2.5. The planning commission is recommending favorably to the City Council. The council will meet on this matter in about three weeks.

The property is listed as multiple listing 41869-10 on page 347 of current book for an asking price of $35,000.00. A salesman with E. G. Stassen, 777-2208 reports they have an earnest money receipt offering $24,000.00 pending the zone change. The favorable action by the Planning Commission indicates the property will sell for $24,000.00. If the zone change is denied by the City Council, it is estimated the purchase cost would be $23,000.00.

DJ:ji
CC: Ken Limbocker

cc Schroeder

RECEIVED
MAY 24 1974
Office of
Assistant State Highway Engineer

Circulate
The Office
K.DL

NOTED
R. L. SCHROEDE

METROPOLITAN ENGINEER
ME CE PE DE OE
MAY 21 1974
RE TE UE FILE T/A

FORM 6-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213
May 6, 1974

SUBJECT: I-205

To: K.D. LIMBOCKER
Metropolitan Design Engineer

From: R. N. BOTHMAN
Metropolitan Engineer

The Highway Division has committed itself to acquisition of the Durham right of way located at 92nd & Crystal Springs (I-205) subject to a willing seller situation, due to complaints by Mr. Durham. This also applies to similar property located on the east side of the freeway.

Please identify the two properties involved via Lou Grothaus who is aware of the State's committment to acquire.

Also take a look at the possibility of improving the connection of Crystal Springs to 92nd east and west of I-205 with the two properties we are committed to acquire. If we can show a need for an an improvement of the connection of the streets to 92nd, we can get federal participation for the right of way. We would like to do this if we can justify it.

Please discuss this with me when you have ideas developed.

ar 5/7/74
Hold design
for to June 1
LETTER FROM ST CLAIR

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310

RECEIVED
STATE HWY ENGR
APR 22 '74
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

DATE April 22, 1974

TO F. B. Klaboe
Administrator & State Highway Engineer

FROM John R. Oakes
Assistant R/W Engineer

SUBJECT Suggested Reply for the Governor on the Complaint by Mr. A.H. Dunham, 9141 S.E. Crystal Springs, Portland, Oregon 97266

4-26-74 Bob Schroeder sent CY - I have RW office prepare Ltr. for Governor's signature. Please prepare Ltr. for Ted Curtis' sig. JRO

When the right-of-way was delineated for I-205 the width was reduced for the overcrossing of 92nd Avenue to the 25 feet outside the edge of the structure as per AASHO specifications. This eliminated the necessity of taking two homes, one on either side of the freeway.

In reading Mr. Dunham's letter, it is apparent that this has caused a distress to these property owners as they are in a position where their property has been damaged (according to Mr. Dunham) without compensation.

I am enclosing alternate suggested replies for the Governor's consideration. The first alternate, and the one we recommend, would obligate the State to appraise these properties as if I-205 were not there and make an offer based upon these appraisals. The State would not be obligated to condemn in the event these people did not sign.

I have discussed this alternate with Mr. Mathias of the Federal Highway Administration. He has no objection, but will not assure us of participation unless FHWA Engineers tell him that at least part of the properties are needed.

The second alternate is based upon the fact that the property is not needed by the State and that we have no authority to purchase. I do not recommend this alternate as I believe that the effect on these people would be considered a "taking" if they brought inverse condemnation against the State, even though we cannot find any legal basis for acquisition. On the enclosed copies of the Right of Way map and the construction plans you will note how the Right of Way line has been pulled in for the structure on either side.

RECEIVED
APR 23 1974
Office of
Assistant State Highway Engineer

This extreme skew of the structure and the chance location of the two intersecting streets made the original solution of no right-of-way purchase possible. I do not believe these circumstances should have led to the right-of-way line as shown and recommend a line uniform in width.

JRO:
attachment

NOTED
R. L. SCHROEDER

7748

8

May 10, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM V. L. Gallagher for
C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-205-7(24)304

SUBJECT Request Change Order Approval

Contract 7748, Extra Work Order No. 17

Project S.E. Foster Rd.-S.E. Causey Ave.

Highway East Portland Freeway

Counties Multnomah & Clackamas

The Order covers furnishing and installing additional drainage at the intersection of Price Fuller Rd. and Lester Ave. The plans did not provide for controlling storm drainage at the lower end of Lester Ave., therefore, this work is necessary to properly control runoff in this area.

Attached is a letter from the Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 3, 1974.

Your approval as of May 3, 1974 is requested.

Attach.
JK:pr

7748

May 9, 1974

Granite Construction Company
P.O. Box 900
Watsonville, CA 95076

Gentlemen:

We have reviewed your request for an extension of time on Contract No. 7748 for work on the S.E. Foster Road-S.E. Causey Avenue Section of the East Portland Freeway in Multnomah County.

Careful consideration was given to the reasons you submitted. In light of the available facts, an extension of 115 days is granted because of the seasonal delay effect of 1973 labor disputes. This extension is on the overall project completion time only, as described in paragraph (c) of Section 108.08 of the contract special provisions.

If there are pertinent facts which have not yet been considered, you should contact the Resident Engineer, the Regional Engineer, or the Construction Engineer in the Salem office.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

bc: A. E. Johnson
H. S.Coulter
V. L. Gallagher
C. T. Keasey
Ed Hardt
V. E. Skoog

JAB:fr dpy

FORM 61-734-3030

OREGON STATE HIGHWAY DIVISION

INTER-OFFICE CORRESPONDENCE

Salem, Oregon

April 19, 1974

RECEIVED
APR 22 1974
Office of
Assistant State Highway Engineer

FILE:

NOTED
H. S. COULTER

FROM: John A. Bond
Construction Administration Engineer

TO: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Time Extension Request (Phase "c")
S.E. Foster Rd.-S.E. Causey Ave.
Contract No. 7748
F.A.P. No. I-205-7(24)304

Granite Construction Company, contractor on the subject project, has requested a 302-day extension of the overall completion time of this project without assessment of liquidated damages. Failure of the State to provide necessary right-of-way, labor disputes, and inclement weather are cited by the contractor as reasons for extension.

The project was awarded May 30, 1972 and 420 calendar workdays were allotted to complete the overall project which forecast an early November 1973 completion, in other words, a tight two season project. There were two early phase completion requirements, one of which was not met. A request for additional time based on failure to provide right-of-way has been previously denied for phase "a" (the 92nd Ave. fills) which was virtually completed prior to the 1973 labor disputes. The overall project is approximately 66 per cent complete as of April 1, 1974 with completion estimated for this fall. Contract time now expires April 20, 1974 for overall phase "c", because actual strike time and some ordered holiday week end stop time have not been counted. Liquidated damages accrue at the rate of $300 per day for this portion of the work.

During the summer of 1973, work was halted for a total of 61 days due to two labor disputes. Although no contract time was counted during these periods, the suspension of day charges merely delays these days until after the November 3, 1973 originally forecasted completion date which is into much different seasons for grading (November 1973 and March 1974). The project includes 2,029,000 cubic yards of excavation which is 59 per cent completed so productive grading time controls and some final items such as seeding and mulching must await completion of this grading work and suitable fall season.

The strike started June 13, 1973 which is about the beginning of prime summer season grading time. The loss of over two months prime grading time on this project last summer can therefore only be replaced by similar months this year.

At the time the strike started there were 161 days remaining. The contractor was able to utilize about a month (30 days) of good grading time that remained after the labor disputes were resolved in mid-August. If we deduct 30 days in our proposed extension to recognize this factor, we are left with 131 days to extend after June 13, 1974. It takes another 54 days from when time now expires April 20, 1974 to get up to June 13, or a total of 185 days extension. This would run to October 22, 1974. I believe this is reasonable and very fair to the contractor in recognizing the seasonal impact of the labor dispute. The recommended extension is for the over-all phase "c" time only. A condensed time chart is attached.

To summarize, contractor requests 302 days but this apparently includes all strike and ordered stop work time actually not counted as the contractor's letter relates his request to a November 30, 1974 date which would require only 224 days now.

Region, in effect recommends 172-1/2 days, aiming for mid-October and derived in a little different way.

We recommend 185 days, all clearly understood to apply to over-all completion only.

This is a Federal-aid Interstate project. Rough drafts to FHWA and the contractor are attached. There was a meeting with the contractor on this subject this week so he is aware that his request is being acted upon.

JAB:WR:fr

Att.

cc: V. L. Gallagher

7748

Form FHWA 121 (Rev. 5-73)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

SUBJECT: Oregon I-205-7(24)304
S.E. Foster-S.E. Causey
East Portland Freeway
Contract 7748, Time Extension

DATE: May 1, 1974

In reply refer to: 10-41-A6

FROM : G. L. Green, Division Engineer

TO : Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

In reviewing the time extension proposal submitted by Mr. Coulter on April 23, 1974, I find it difficult to concur in the 131 days suggested. In acknowledgment of the seasonal effect of curtailing activities during the most productive portion of the grading season I can place some logic on replacing like time in the following year.

Under that reasoning I concur in the 54-day extension to reach the equivalent time of year when the strike started. From that point, however, it would seem that 61 additional days are all that can be justified based on the data presented. Using these figures I concur in extending the contract time by 115 days for purposes of Federal participation.

for G. L. Green

RECEIVED
STATE HWY ENGR
MAY 3 '74
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

NOTED
H.S. COULTER

RECEIVED
MAY 6 1974
Office of
Assistant State Highway Engineer

5-6-74

7748

April 23, 1974

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
H. S. Coulter
Assistant State Highway Engineer

SUBJECT Time Extension Request (Phase "c")
S. E. Foster Road-S. E. Causey Avenue
Contract No. 7748
FAP No. I-205-7(24)304

Granite Construction Company, contractor on this project, has requested an extension of time to November 30, 1974. Included as a reason is the effect of last year's labor disputes.

The project was awarded May 30, 1972, with 420 calendar workdays allotted to complete the overall project. This forecast an early November 1973 completion, or a tight two-season project. The overall project is approximately 66 percent complete as of April 1, with completion estimated this fall. Contract time expires April 20, 1974 for overall phase "c", because actual strike time and some ordered holiday weekend stop time have not been counted. Liquidated damages accrue at $300 per day for this portion of the work.

During the summer of 1973, work was halted for a total of 61 days because of two labor disputes. Although no contract time was counted during these periods, the suspension of day charges delays these days until after November 3, 1973, the originally forecasted completion date, which is into much different seasons for grading (November 1973 and March 1974). The project includes 2,029,000 cu. yds. of excavation which is 59 percent completed. Therefore, productive grading time controls progress now, and some final items such as seeding and mulching must await completion of this grading work and the suitable fall season.

The strike started June 13, 1973, about the beginning of prime summer grading time. The loss of over two months' prime grading time on this project last summer can therefore only be replaced by similar months this year.

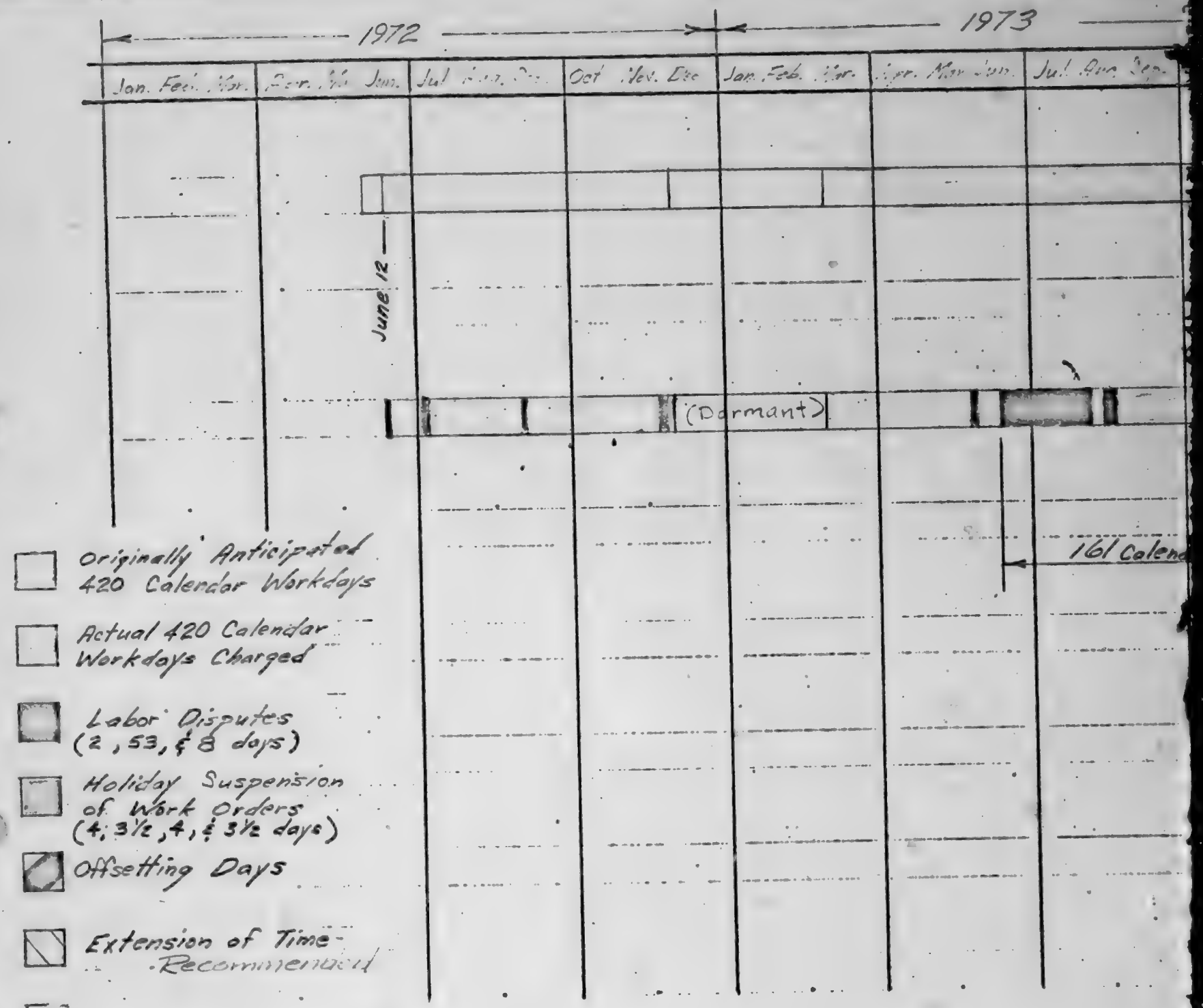
When the strike started, there were 161 days remaining. The contractor was able to utilize 30 days of good grading time remaining after the labor disputes were resolved in mid-August. If we deduct 30 days in the proposed extension to recognize this factor, we are left with 131 days to extend after June 13, 1974. There are 54 days from when time now expires on April 20 to June 13, or a total of 185 days extension to October 22, 1974.

We request your concurrence in this extension which recognizes the seasonal effect of the labor disputes. The recommended extension is for the overall phase "c" time only. A condensed time chart is attached.

Att.

JAB:fr ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
R. N. Bothman
V. L. Gallagher


1972
1973
Jan. Feb. Mar.
Apr. May Jun.
Jul. Aug. Sep.
Oct. Nov. Dec.
Jan. Feb. Mar.
Apr. May Jun.
Jul. Aug. Sep.
June 12
(Dormant)
161 Calend
Originally Anticipated 420 Calendar Workdays
Actual 420 Calendar Workdays Charged
Labor Disputes (2, 53, & 8 days)
Holiday Suspension of Work Orders (4, 3½, 4, & 3½ days)
Offsetting Days
Extension of Time Recommended

1973 — 1974

Feb. Mar. | Apr. May Jun. | Jul. Aug. Sep. | Oct. Nov. Dec. | Jan. Feb. Mar. | Apr. May Jun. | Jul. Aug. | Sep. Nov. Dec.

Nov. 13

Apr. 20 Time Expires

nant) (Dormant)

161 Calendar Workdays Remaining

Oct.

54 Days

131 Days

S.E. Foster Rd - S.E. Causey Ave.

Contract 7743

OREGON STATE HIGHWAY DEPARTMENT

Order for State Force Work

APPLYING TO CONTRACT PROJECTS

Order No. 11

Project Name S.E. Foster Road - S.E. Causey Ave Date February 27, 1974

Highway East Portland Freeway Contract No. 7748 F. A. Project No. I-205-7(24)304

County Multnomah & Clackamas Prefix 603-1020 Account No. 276-11 908

Description of Work To Be Done: Check out signal controller prior to installation for:

1. Physical performance
2. Enviormental Resistance
3. Operational Reliabliy

Location by Station Numbers: Signals to be installed at intersection of 92nd and "MS" line at future date .

Estimate of Quantities and Costs: Perform check..... $500.00

EFFECTIVE DATE 2-27-74
...ment modification of ...
...ract if ad...

C. V. Hatch
Dist. Engineer
4-19-74

Explanation: The equipment is to be PRECHECKED at the State shops to test its future potential performance. All work to be done by state forces.

INSTRUCTIONS

Submit a separate order for each piece or kind of state force work to be undertaken. Use the account number applying to that work as indicated in the account numbers assigned to state force work on contract jobs.

Five copies of the order are to be submitted to Salem. After approval by the Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Project authorization	$9,858,718.63
Present estimate of project cost, including $500.00 for work under this order	$9,584,864.20
Expected under-run (amount)	$274,354.43
Expected under-run (per cent)	2.8

Space to right of this line is for use of Salem Office

Submitted by: ..... Resident Engineer

Approval Recommended: ..... Division Engineer

Approval Recommended: ..... Construction Engineer or Bridge Engineer

Approved: ..... Deputy State Highway Engineer or Assistant State Highway Engineer

This order does not constitute authority for expenditure until approved by the Deputy or Assistant State Highway Engineer.

State Printing

7748

April 17, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-205-7(24)304

FROM
C. T. Keasey
Construction Engineer

SUBJECT Request Change Order Approval

Contract 7748, State Force Order No. 11

Project S.E. Foster Road-S.E. Causey Ave.

Highway East Portland Freeway

Counties Multnomah and Clackamas

The Order covers State forces testing the signal controller prior to installation to determine if the equipment meets physical, environmental and operational requirements. Testing of this nature is required in contracts presently being awarded but was not included in this project.

The estimated total cost of work to be done under this Order is $500 with Federal participation of $450. Reimbursement on an actual cost basis is requested.

Attached is a copy of a letter from the Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on April 10, 1974. Work began on February 27, 1974.

Your approval retroactive to February 27, 1974 is requested.

JKibb
Attach.

7748

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

April 17, 1974

RECEIVED
APR 17 1974
NOTED
H.S. COULTER
Chief of
Assistant State Highway Engineer

SUBJECT: SE FOSTER - SE CAUSEY
EAST PORTLAND FREEWAY
CONTRACT NO. 7748

TIME EXTENSION

NOTED
H. S. COULTER

To: MEMO TO THE FILE

ORIGINAL SIGNED BY R.N. BOTHMAN

From: R. N. BOTHMAN
Metropolitan Engineer

Met this date with Guy Kachel, Jim Clarke, and Jim Stevens (Granite Construction Co.) and Al Harwood, Ed Holland and Bill Bergstedt (OSHD) to listen to a Granite presentation requesting a time extension in accordance with their letter of February 21, 1974, as requested in their letter of April 4, 1974.

The request for a time extension submitted by Granite is to obtain an additional construction season, through November 30, 1974.

Kachel explained that this request was based upon delays of availability of right of way, delays in utility relocation at 92nd Avenue and construction strikes.

I recognized the need to replace those days lost by Granite due to strikes and holidays with equivalent days during the June 15 - September 15, 1974 construction season. I also explained that I recognized the original contract had delineated 49 days after September 15 to complete the project with the 420 days allowed; that I had requested this be added to the 67-1/2 days lost due to the strike and holidays; that these 116-1/2 days be commenced June 15, 1974 in accordance with the letter of February 21 delineating the construction season.

Kachel explained the right of way and utility conflicts. I advised him that we did not consider the conflicts, although we did recognize them, as being a deterrent to the project and therefore justification for additional work days.

Kachel recognized that the R/W conflicts affected only work in the immediate Johnson Creek area and did not affect the overall critical path or the total completion of the project.

Kachel expressed his thoughts that the utility conflict (power and telephone line at 92nd Avenue) set back their work into the fall of 1972, resulting in a loss of that construction season. He explained that due to that problem he could not cross 92nd Avenue and obtain the necessary area to place fill material in 6" lifts required due to the wet material. The area which he was refrained from working is north of 92nd Avenue.

After this meeting and discussions with Ed Holland, Bill Bergstedt and Al Harwood, I reaffirmed my earlier decision; that the availability of the R/W was not recognized until July 7, at which time the clearing contractor reached that point; that the

K

events of the project were not affected by the lack of access to that property, there being adequate area to work south of 92nd Avenue. The affect of the utility line upon the whole project is questionable both due to the fact that the earth-moving equipment did move under the lines and that it was questionable that any attempt was made on Granite's part indicating a necessity to pursue the job north of 92nd Avenue. It would seem the claim for additional time based on R/W and utility conflicts are an after-the-fact justification for their failure to proceed with the contract in an expeditious method.

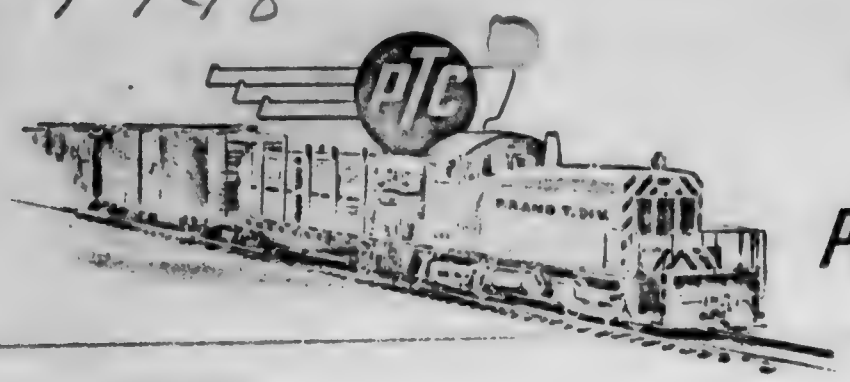
My conclusion is that my request for a time extension dated April 8, 1974 to C. T. Keasey is valid.

Considerable discussion evolved in this meeting between Ed Holland, myself, Guy Kachel and Jim Clarke relative to the latest schedule. All of the Highway representatives indicated that the schedule did not represent an expeditious approach to the contract completion and that finishing road beds, slopes, seeding and mulching during the month of November should not be anticipated as a possibility in their schedule. OSHD opinion was that they should reevaluate their schedule in order to complete the project within the working season for 1974 (September 15, 1974).

ar

cc H. S. Coulter
C. T. Keasey
J. E. Holland

7748



PORTLAND'S OWN RAILROAD

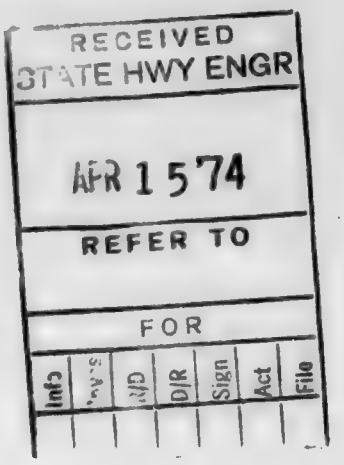
PORTLAND TRACTION COMPANY

F. V. SCHLAF
Superintendent - Traffic Manager

1800 S.E. WATER AVE. • Phone 233-5481
PORTLAND, OREGON 97214

April 11, 1974

File A



NOTED
A. E. JOHNSON

Mr. J. E. Chidsey
Railroad and Utility Engineer
Highway Division
Department of Transportation
314 State Highway Building
Salem, Oregon 97310

Dear Jim:

This refers to your letter of February 20th regarding construction agreement S. E. Foster Road-S.E. Causey Ave. Sec. E.Portland Freeway R/W File 46970 Contract No. 7748.

Our people are in accord with the fact we should have provided the State with an easement in the same form as that shown in Exhibit C. However, same was delayed due to an oversite, but is now being presented for execution by the Portland Traction Company.

As soon as that has been accomplished, I will arrange to transmit same to you.

Very truly yours,

Fred

Superintendent-Traffic Manager

NOTED
R. L. SCHROEDER

FVS mm

G.L. Green - FHWA
XC: AE Johnson
H.S. Coulter
J.H. Verstag
J.L. Soules
J.B. Boyd
R.N. Bothman
J.E. Houland

RECEIVED
APR 16 1974
Office of
Assistant State Highway Engineer

NOTED
J. E. CHIDSEY

1144 3-11-74 C

S

Routing
Keavey K
Bond
Jackmond
Harwood
Johnsen
Walker

RECEIVED
MAR 13 1974
CONSTRUCTION SECTION

Scofield S
Glenn
Berg

OREGON STATE HIGHWAY DIVISION

March 11, 1974

METROPOLITAN SECTION 5821 NE Glisan Portland, Oregon

132-K

Granite Construction Co.
P. O. Box 699
Watsonville, California 95076

Your letter of February 21, 1974, and request for increase in time in which to complete work on contract 7748, SE Foster Rd.-Causey Ave. SEction, East Portland Freeway, has been referred to Resident Engineer Ed Holland for his analysis and recommendations.

Processing of items such as this would be quicker if they are sent to the Resident Engineers office initially.

ALLAN C. HARWOOD
Metro Construction Engineer

pq

cc F. B. Klaboe

RECEIVED
STATE HWY ENGR
MAR 15 74
REFER TO
FOR
Info. Vrs. ID DIR Sign Act File

K

NOTED
H.S.COULTER

RECEIVED
MAR 14 1974
Office of
Assistant State Highway Engineer

NOTED
MARIE STEPHENS

HEAVY ENGINEERING-
HIGHWAY DEPARTMENT
SAN JUAN STREET EXTENSION
POST OFFICE BOX 699
AREA CODE 408 722-3716

GRANITE CONSTRUCTION COMPANY

ENGINEERING CONTRACTORS

WATSONVILLE, CALIFORNIA 95076

February 21, 1974

RECEIVED
STATE HWY ENGR
FEB 25 '74
REFER TO
Courtesy
FOR
Info | Inves | R/D | D/R | Sign | Act | File
| | | | | | ✓

RECEIVED
FEB 25 1974
Office of
Assistant State Highway Engineer

cy FBK
ASF

Oregon State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. F. B. Klaboe
State Highway Engineer

Subject: S. E. Foster Road - S. E. Causey Ave.,
East Portland Freeway Contract 7748
Job 6-43

Gentlemen:

The time of performance on the above referenced contract is measured by calendar workdays, pursuant to Section 108.08 of the Standard Specifications. While our requests for adjustments of contract time have not been acted upon, certain exclusions of contract time have apparently been recognized by the State. We understand that the present completion date, with acknowledged exclusions and without any adjustments, is approximately April 20, 1974. This letter and the attached form E 320 is our request for recognition of appropriate exclusions, pursuant to Section 108.08(b), and for an appropriate adjustment, pursuant to Section 108.09.

Because of the unusual circumstances affecting the contract time on this project, we wish briefly to remind you of the entire background.

Performance of this contract necessarily contemplates the climatological "facts of life" for western Oregon. Because of both weather conditions and prevalent soil conditions, an earth-moving contractor necessarily anticipates full-scale activities from mid-June through mid-September. Earth-moving activities are considerably less reliable during the spring, from March 1 through mid-June, and fall, from mid-September to November 30. The period from November 30 through March 1 is the winter shutdown mandated by the definition of "calendar workdays".

The above contract was timely commenced on June 12, 1972, and contained a contract time of 420 calendar workdays. This contract time necessarily contemplated two full summers for performing earth moving on a full scale basis.

We have been deprived of both of those summers.

As fully set forth in our letter to you dated September 6, 1972, the State's failure to provide the necessary rights-of-way and to cause the removal of utility obstructions prevented full-scale earth moving operations from mid-June, 1972 through mid-August, 1972. Our previous request for an adjustment of 57 days, pursuant to Section 108.09(b), has not been timely acted upon as contemplated by the contract.

The industry-wide labor strike prevented any operations from mid-June, 1973 through mid-August, 1973. The State has recognized that 63 days are necessarily excluded from the contract time pursuant to the provisions of Section 108.08(b) (b-1) (2). Such exclusion is not, however, an adequate nor appropriate remedy under the circumstances.

We would also point out that the period from mid-October through November 30, 1973 should properly be excluded from contract time pursuant to Section 108.08(b), as the record rainfall is clearly within the definition of "Acts of God" set forth in Section 101.02.

We are in the position of performing a contract with extremely adverse soils conditions without the benefit of any productive summer time. Certainly, this unusual situation is beyond the control of the contractor, and is fully within the contemplation of Section 108.09. Our records show that adverse weather conditions prevented any significant contract activities on 220 work days which were not excluded. As is obvious, the adverse weather conditions in the spring and fall have had a devastating impact on our work because we have been denied the opportunity of working during the summer months of July and August.

Further, of the exclusions acknowledged by the State, 74 days occurred between mid-June and early September.

For the foregoing reasons, we presently request an adjustment of contract time until November 30, 1974. Such adjustment would hopefully give us at least one complete construction seasons work on this project, which is the very least to which we are entitled under the contract.

Section 108.09 of the contract requires your action on this request "during the progress of the work". The engineer's failure to take any action on our previous request, despite our clear and obvious entitlement to an adjustment pursuant to the provisions of Sections 108.09 and 108.13, has already caused us to perform the work out of sequence and on an accelerated basis, all at increased expense. For these reasons, and others, this request for an extension of contract time expressly reserves claim for additional costs incurred for delay and acceleration. Regardless of the State's practices, any attempt to assess liquidated damages commencing on April 20, 1974 would be grossly unfair and, we submit, beyond the State's authority under the contract.

We again request that the liquidated damages previously withheld for the interim time limit on completion of the 92nd Avenue embankments be released.

We have additional information available illustrating the relationship between the above-described circumstances, our job schedule and the overall delay in job completion. Should you desire to review any of our records, or to meet with us, we are anxious to cooperate and request that this be accomplished prior to April 20, 1974.

Very truly yours,

Guy Kachel

GUY KACHEL
Projects Manager

GK:jb

E-320 (Rev.)—8M—8-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 21, 1974

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 420 days to 722 days, within which to complete our Contract No. 7748, without the assessment of liquidated damages. The said contract is described as follows:
S.E. Foster Road - S.E. Causey Ave., Section East Portland Freeway

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

See attached letter.

Respectfully submitted,

Granite Construction Company
Contractor

By Richard C. Solari
Richard C. Solari, Vice President

CONSENT OF SURETY

Date February 22, 1974, 19

We, Pacific Indemnity Company and Federal Insurance Company

, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Leo R. Westwater
Attorney-in-fact
Leo R. Westwater

(SEAL)

Resident Agent

7748

March 5, 1974

TO G. L. Green, Division Engineer
Federal Highway Administration

FROM C. T. Keasey
Construction Engineer

Federal-aid Project
No. I-205-7(24)304

SUBJECT Request Change Order Approval

Contract 7748, Extra Work Order No. 15

Project S. E. Foster Rd.-S. E. Causey Ave.

Highway East Portland Freeway

County Multnomah and Clackamas

The order covers raising the finish grade of the right gutter on the Flavel structure. This includes altering deck bulkheads and furnishing additional deck concrete. This additional work is necessary due to an engineering error in setting the elevation for the posttensioning bearing plates of bents 4 and 11.

Attached are copies of letters from the Metropolitan Construction Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on January 25, 1974. Work began on January 21, 1974.

Your approval retroactive to January 21, 1974 is requested.

Attach.

JK:js

#7748

5

56

February 21, 1974 2-19-74

City of Portland
City Hall
Portland, OR 97204

MISC. CONTRACTS and AGREEMENTS No. 3451

Gentlemen:

Attached for your records are two fully executed copies of an agreement providing for improvement of S.E. Duke Street lying between 96th and 97th Avenues.

We have retained a fully executed copy of this agreement for the Transportation Commission's files.

Very truly yours,

C. W. Head
COMMISSION SERVICES

fkn

Att.

cc H. S. Cox (agree. att.)

February 8, 1974

AGENDA
FEB 1974
5 b

TO Oregon Transportation Commission

ORIGINAL SIGNED BY
E. B. KLABOE

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Supplemental Throughway Agreement
S.E. Foster Road-Causey Avenue Section
East Portland Freeway (I-205)

An agreement has been reached with the City of Portland providing for improvement of S. E. Duke Street lying between 96th and 97th Avenues.

This action was deemed necessary because the closure of 96th Avenue at Woodstock Boulevard has caused a greater degree of inconvenience to residents of the area than was originally anticipated. Total cost of the work is estimated to be about $10,000, and this amount probably will not cause an overrun of the project authorization. The Federal Highway Administration has given oral assurance that the work will be eligible for Federal-aid Interstate participation.

This letter-form agreement may be considered as an addition to the Supplemental Throughway Agreement, dated April 4, 1972.

I recommend your approval and request authority to sign the agreement for and on your behalf.

This matter will be presented for your consideration at the February 27 meeting.

bc: George M. Baldwin
C. W. Head
A. E. Johnson
E. S. Hunter
R. L. Schroeder
H. S. Coulter
L. H. Young
J. H. Versteeg
C. T. Keasey
H. S. Cox
R. N. Bothman
Gary Sund
R. E. Whipps
Walter Barrie

NOTED
C. W. HEAD

MCH:ljt cm

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
January 31, 1974

To: Mr. H. S. Coulter
Assistant State Highway Engineer

B U I L D I N G

SUBJECT: Supplemental Throughway Agreement
Foster Road-Causey Avenue Section
East Portland Freeway, Hwy. 64
City of Portland

Attached hereto are four signed copies of a letter-form agreement concerning improvement of Duke Street between 96th and 97th Avenues, and a suggested draft of a letter that may be used for presentation to the Transportation Commission.

Please review the terms of the agreement and, if all is in order, have this matter placed on the agenda for the Transportation Commission meeting to be held in February.

H. S. Cox
County and City Engineer

By

Mainor C. Holmes
Mainor C. Holmes
Office Engineer

RECEIVED
STATE HWY ENGR
FEB 5 '74
REFER TO
FOR
Info | Inves | [illegible] | [illegible] | [illegible] | [illegible] | [illegible]

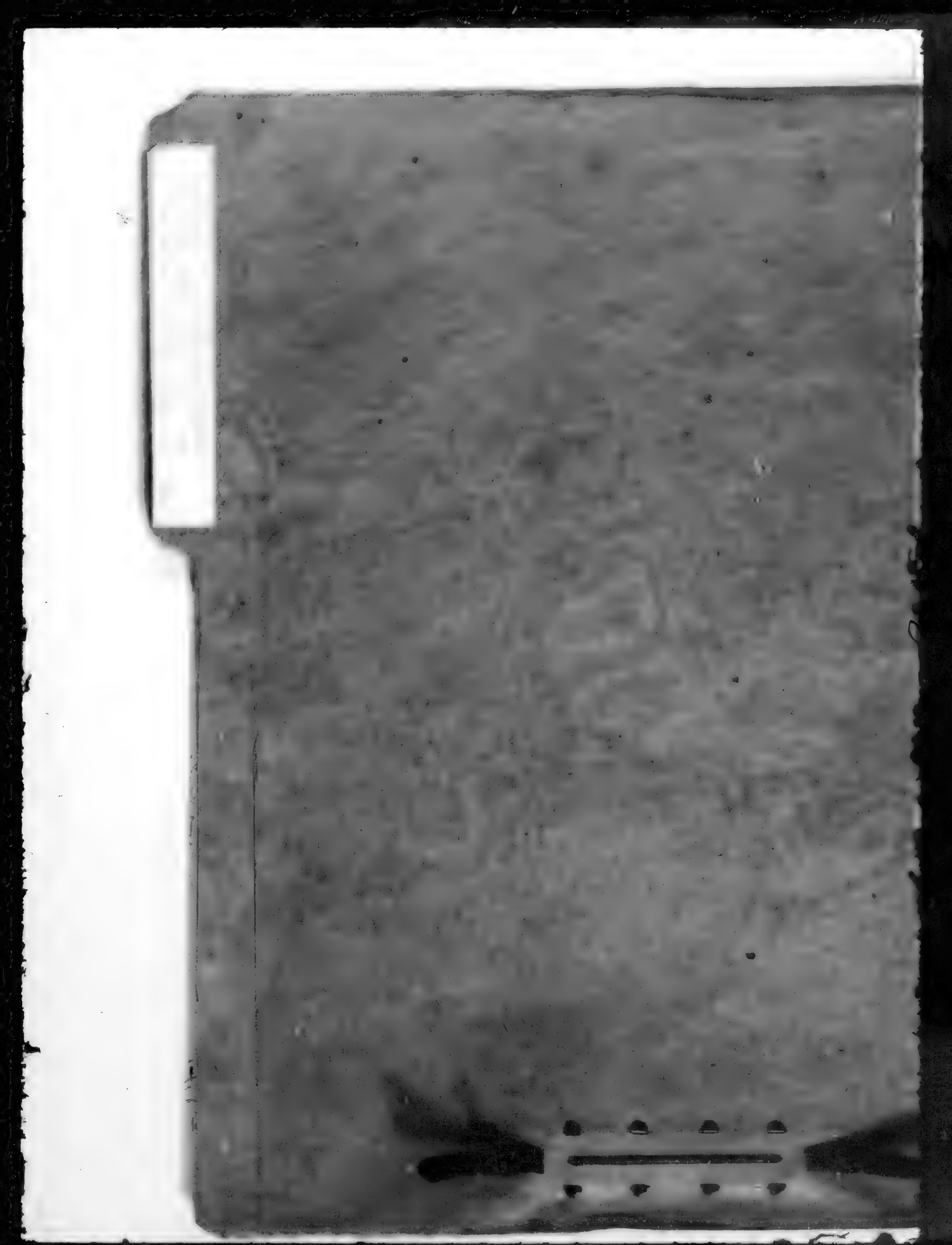
MCH:ljt

Att.

cc: R. L. Schroeder

RECEIVED
FEB 1 1974
Office of
Assistant State Highway Engineer

Unimproved street now.
F.A.? Marion following up.
Christenson FHWA orally approved this work
for F.A.I. participation 2-1-74 EdH



C&A 3451 -5 | 4 | 72
C&A 4498 -5 | 18 | 72
C&A 4552 - 8/14/72
C&A 4557 - 8/14/72
RR- 753 - 3/9/73

7148

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE December 12, 1973

TO Memo to Files

FROM C. G. Swenson

SUBJECT Foster-Causey Paving Project

The subject project involves approximately 115,000 square yards of pavement and is currently designed for 8-inch continuously reinforced PC pavement. If steel reinforcement continues to be in critically short supply during the next few months, consideration should probably be given to the use of plain concrete. Approximate quantities involved for 8-inch CR pavement and 9-inch plain pavement are as follows:

MATERIAL	APPROXIMATE QUANTITY	
	Continuously Reinforced 8-inch Thick	Plain 9-inch Thick
Aggregate	26,000 C.Y.	29,000 C.Y.
Cement	7,300 Tons	8,200 Tons
Reinforcement	2,000,000 Lbs.	30,000 Lbs.

CS:pr

NOTED
E. S. HUNTER

RECEIVED
DEC 13 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7748

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 19, 1973

TO C. W. Head / Vince Gallagher
John Bond John Herr

FROM Vernon E. Skoog, Fiscal Officer-OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Contract 7748
Granite Construction Co.

Attached is a letter and Treasurer's Receipt No. 945 (Time Certificate of Deposit-bonds 671757B/58B) in the amount of $200,000. This replaces Treasurer's Receipt No. 623 bonds 8653/8654 in the amount of $200,000 which have been returned to the contractor.

The deposits and withdrawals are of equal value; therefore, no change resulted in the total deposited.

A copy of the letter and original Treasurer's Receipt will be filed (in the contract file) in the Administrative Services office.

RJH:CRP:kmb

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

RECEIVED
NOV 14 1973
Contract Acctg.

No 945

SAFEKEEPING RECEIPT

Received for Account of Granite Construction Company, Watsonville, California 95076

Date November 14, 1973

Address

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
United States of America Treasury Bills Dated Oct. 23, 1973 Due Oct. 22, 1974	671757B/58B	2	100,000				200,000.00
							200,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7748

Authority ORS 279.575

Countersigned by

Deputy Cashier

State Treasurer

SPECIAL INSTRUCTIONS

$4760
-3727

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

November 14, 1973

Granite Construction Company
Watsonville, California 95076

Gentlemen:

Enclosed please find State Treasury safekeeping receipt number 945, dated November 14, 1973, covering $200,000.00 United States Treasury Bills numbers 671757/58 2 @ $100,000.00 each.

These Treasury Bills are in exchange for $200,000.00 United States Treasury Bonds (4-1/8%) numbers 8653/8654, due November 15, 1973, which we have released and are returning to you.

Trans Rec # 623

We are also enclosing our invoice in the amount of $50.41 the cost of returning the matured bonds.

Kindly acknowledge receipt of the bonds by signing and returning the duplicate copy of this letter.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Department, attn: Dick Hacek

RECEIVED
NOV 14 1973
Contract Accts.

RECEIVED
NOV 14 1973
FISCAL OFFICER
DOT

COPY

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

November 7, 1973

Granite Construction Company
Watsonville, California 95076

Attn: F. D. Moller, Jr. Vice Pres.

Gentlemen:

Reference your letter dated November 5, 1973, pertaining to an exchange of $200,000.00 in securities in lieu of retainage on State Highway Contract number 7748, please be advised per instructions from the Oregon State Highway Division, we cannot release the $200,000.00 United States Treasury Bonds, which mature on November 15, 1973, until we receive the United States Treasury Bills you have ordered from the Bank of America.

Upon receipt of the above mentioned bonds we will immediatly release and ship to you the maturing Treasury Bonds.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By Merle Crowe

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Division
attn: Dick Hacek

RECEIVED
NOV 8 1973
Contract Acctg.

RECEIVED
NOV 8 1973
FISCAL OFFICER
DOT

EXECUTIVE OFFICE
301 Beach Road
POST OFFICE BOX 900
AREA CODE 408 724-1011

GRANITE CONSTRUCTION COMPANY

ENGINEERING CONTRACTORS
WATSONVILLE, CALIFORNIA 95076

November 5, 1973

Oregon State Treasurer
Room 103
State Capitol
Salem, Oregon 97310

Attn: Mr. Merle Crowe

Gentlemen:

You hold U. S. Treasury Bonds in the amount of $200,000 that will mature on November 15, 1973. These are in lieu of retainage on State Highway Contract No. 7748, your Safekeeping Receipt No. 623. We ask that these be returned to us as quickly as possible.

To replace these bonds we have purchased the following securities from Bank of America:

Type: U. S. Treasury Bills

Maturity: October 22, 1974

Par Value: $200,000

These securities will be delivered to you by Brinks Air Express.

Please let us know if there are any problems.

RECEIVED
NOV 8 1973
Contract Acctg.

We will appreciate your Safekeeping Receipt when you receive these securities.

Very truly yours,

GRANITE CONSTRUCTION COMPANY

F. D. Moller, Jr.,
Vice President-Controller

FDM:bb

cc: Mr. Paul H. Prescott
Bank of America
Box 37003
San Francisco, Ca 94137

7748

FORM E-30

5

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon 97213

NOTED
H. S. COULTER

DATE September 27, 1973

TO H. S. COULTER
Assistant State Highway Engineer

FROM ALLAN C. HARWOOD
Assistant Metropolitan Engineer

SUBJECT Foster-Causey Section
East Portland Freeway
Contract 7748

Prior to commencement of construction on the subject project, access for 96th Avenue was provided by a direct connection to Woodstock. This connection has now been severed. Access to 96th is by way of Glenwood to 97th then to Woodstock, a considerably longer route for residents of 96th between Duke and Woodstock. Also Glenwood is a narrow substandard street. Inconvenience to residents on 96th can be reduced by improvement of Duke between 96th and 97th. As a temporary measure, we have placed some reject material and filled in some of the holes on Duke to make it passable. The ultimate solution is to improve Duke to the point where the City will accept maintenance of it.

I understand an improvement of Duke was part of the project at one time but was dropped due to lack of Federal Highway Administration approval. I have talked the improvement of Duke Street over with Christianson and it now appears Federal Highway Administration would go along.

Contact with the City of Portland indicates they will accept maintenance if the street is improved to their standards. Estimated cost to improve to City standards is $10,000.00.

There is some question of policy involved in an improvement of this type, and this is not an isolated case. We will run into it more as I-205 progresses through the southeast area which has a very poorly developed surface street system, much poorer than in other parts of the City.

If determined the improvement should be made, I would request City-County obtain a better type agreement from the City covering maintenance.

10-1-73
Cy City Please use
cy Metro

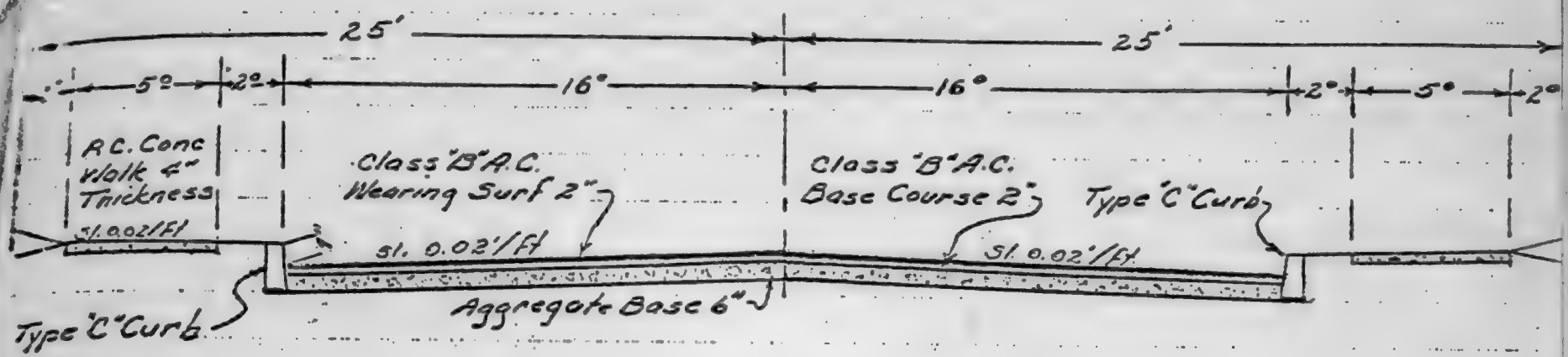
ACH:ld

Approved 10-1-73
ASST. STATE HWY. ENGR.

RECEIVED
SEP 28 1973
Office of
Assistant State Highway Engineer

Proposed Improvement of Duke St. From S.E. 96th to 97th Ave
G.F. Bregnon, Locating Eng'r
August 16, 1973

TYPICAL SECTION



ESTIMATE OF COST

1. Clearing & Grubbing	All	$ 500.00
2 General Excav. @ $1.00/c.y.	580 c.y.	580.00
3 1"-0 Base Rock @ $4.50/ton	374 tons	1,683.00
4 Class "B" Asph. Conc @ $8.00/ton	245 tons	1,960.00
5 Asph. Cement in Mix. @ 40.00/ton	16 tons	640.00
6. Type "C" Curb @ $75.00/c.y.	19 c.y.	1,425.00
~~7. Concrete Sidewalk @ $6.50/sq.yd~~ Not Rec'd	290 sq.yd	1,885.00
8. Concrete Driveways @ $11.00/sq.yd.	65 sq.yd.	? (715.00)
TOTAL COST		~~$ 9,250.00~~
		1503.00
Storm drainage		1000
Engr & Contingencies		800
		~~$ 9300~~

Foster Rd. - SE Conway Ave

(1-21-72)

N 5[illegible] = 31.030

Duke St. 20+05.00
= S.E. 97 TH AVE.

E 1,[illegible]43.71

E1,[illegible]24.73

97 TH — AVE.

30'

23'

5'

Base Line
Sta 20+00

15'

15'

30'

Walk

Conc. Retaining Wall

Conc. Pkwy

S.E. 96TH TO 97TH AVE

100'

2'

5'

2'

12

100'

50'

50'

50'

50'

409.6

55.1'

S.E. DUKE ST.

S 89° 29' 59" E

55.1'

319.93'

Type "C" Curb

54'

54'

12

25'

25'

100'

125'

DUKe St. 16+55.07 =
E S.E. 96TH Ave

E [illegible]54.72

55.83'

55.83'

16'

16'

30'

40'

40'

40'

40'

40'

40'

25'

25'

25'

12

12

5TH Ave

Type CL-6 Fence

Type C Curb

Guard Rail - 50' (Type 1)

626-1999-[illegible]

1-21-72

ZE Pipe Data

STATE HIGHWAY DIVISION

PLANS FOR PROPOSED PROJECT

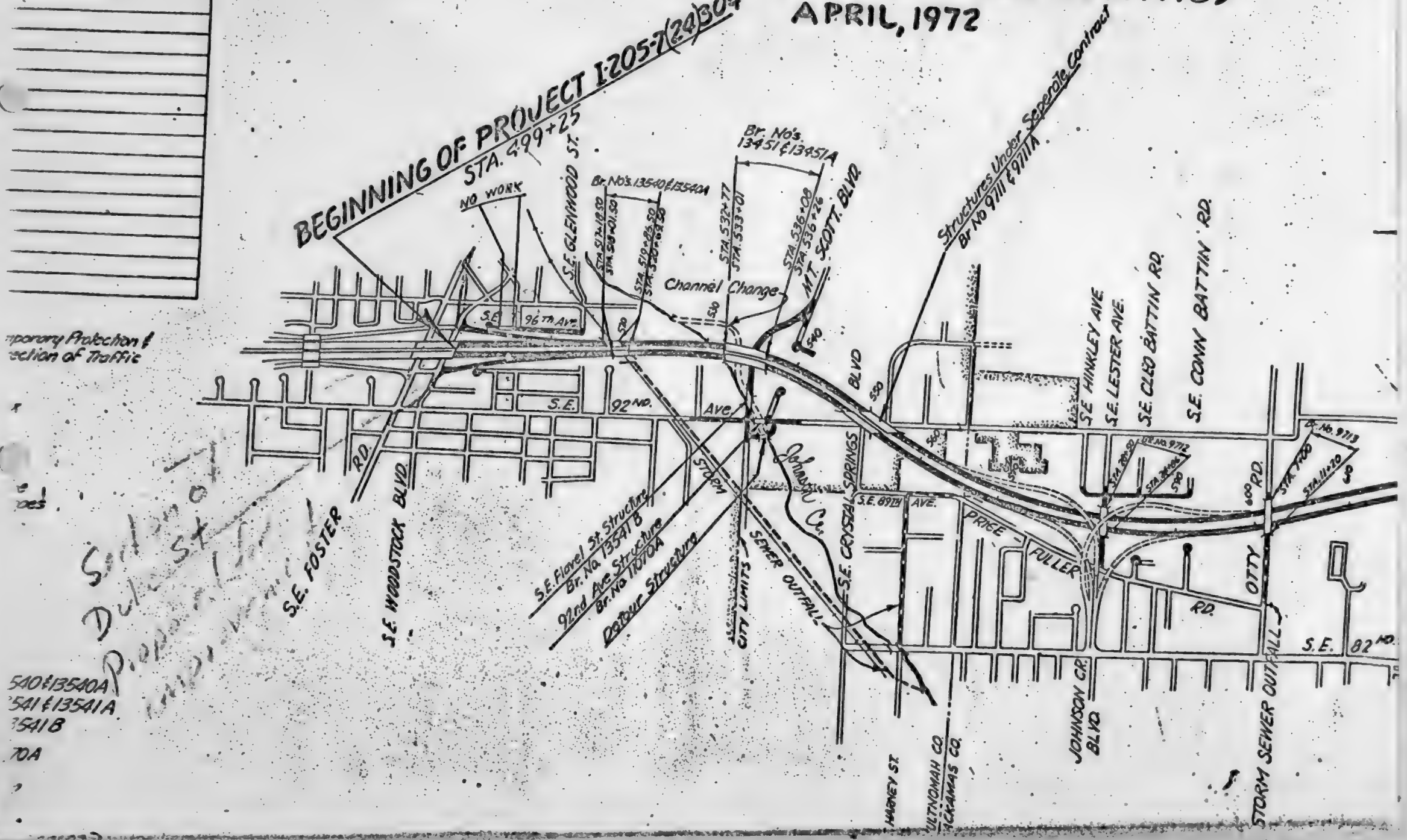
GRADING & STRUCTURES

S.E. FOSTER RD.~S.E. CAUSEY AVE. SEC

EAST PORTLAND FREEWAY

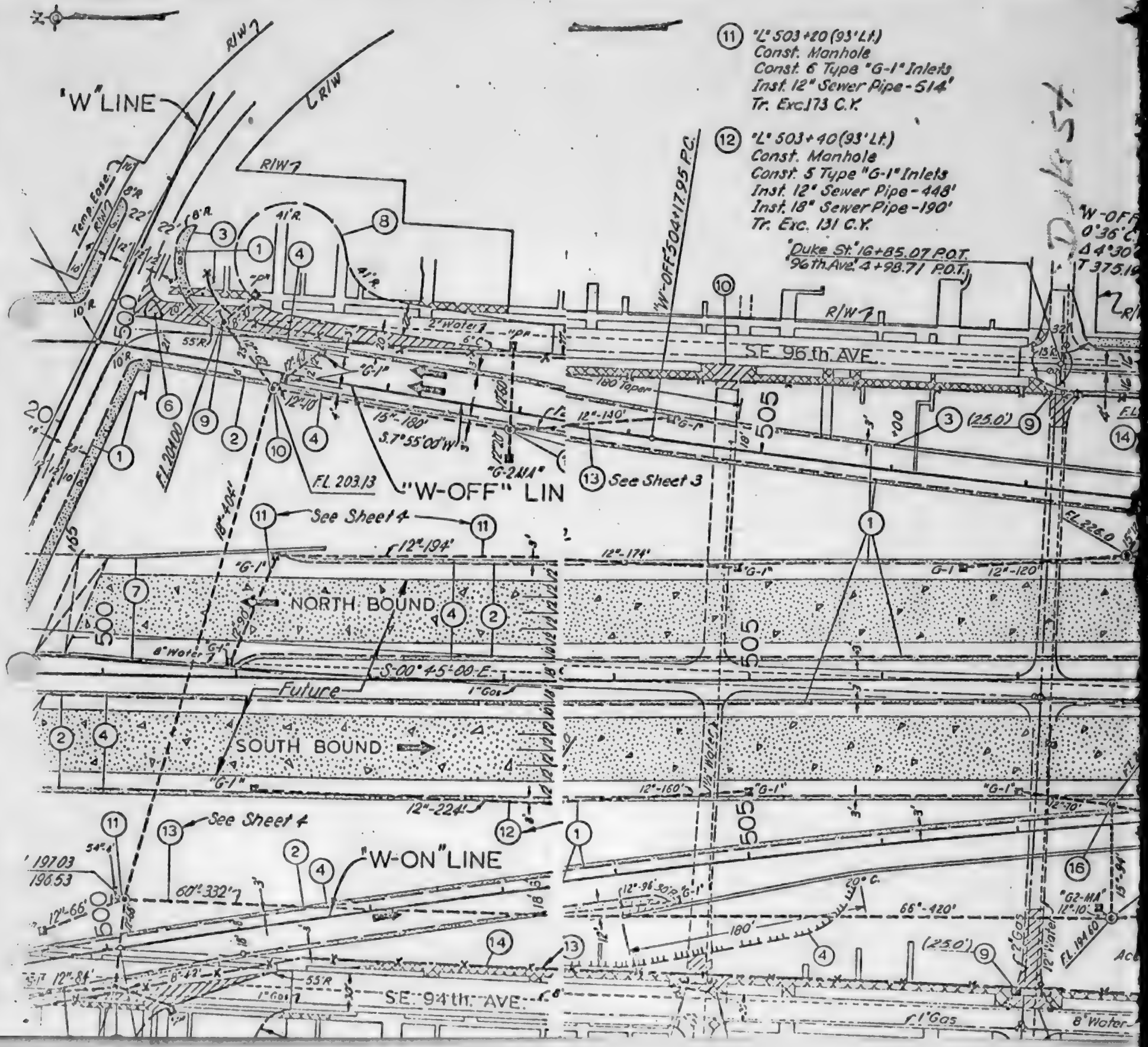
MULTNOMAH & CLACKAMAS COUNTIES

APRIL, 1972



porary Protection &
ection of Traffic

540 & 13540A
541 & 13541A
5418
70A


"W" LINE
R/W
L R/W
Temp. Ease.
"W-OFF" 504+17.95 P.C.
(11) "L" 503+20 (93' Lt.)
Const. Manhole
Const. 6 Type "G-1" Inlets
Inst. 12" Sewer Pipe - 514'
Tr. Exc. 173 C.Y.
(12) "L" 503+40 (93' Lt.)
Const. Manhole
Const. 5 Type "G-1" Inlets
Inst. 12" Sewer Pipe - 448'
Inst. 18" Sewer Pipe - 190'
Tr. Exc. 131 C.Y.
"Duke St." 16+85.07 P.O.T.
"96th Ave." 4+98.71 P.O.T.
S.E. 96th AVE.
160' Taper
"G-1"
"G-2-MA"
"W-OFF" LINE
(13) See Sheet 3
(11) See Sheet 4
NORTH BOUND
SOUTH BOUND
Future
S-00°45'00"E.
"W-ON" LINE
(13) See Sheet 4
S.E. 94th AVE.
8" Water
1" Gas
2" Gas
12" Water
FL. 204.00
FL. 203.13
FL. 226.0
FL. 194.60
500
505

T.1S.,R.2E.,W.M.
PORTLAND

(11) "L" 503+20 (93' Lt.)
Const. Manhole
Const. 6 Type "G-1" Inlets
Inst. 12" Sewer Pipe - 514'
Tr. Exc. 173 C.Y.

(12) "L" 503+40 (93' Lt.)
Const. Manhole
Const. 5 Type "G-1" Inlets
Inst. 12" Sewer Pipe - 448'
Inst. 18" Sewer Pipe - 190'
Tr. Exc. 131 C.Y.

(15) "L" 507+50 (93' Lt.)
Const. Manhole
Const. 2 Type "G-1" Inlets
Inst. 12" Sewer Pipe - 190'
Tr. Exc. 32 C.Y.

(16) "L" 507+70 (95' Rt.)
Const. Manhole
Const. 2 Type "G-1" Inlets
Inst. 12" Sewer Pipe - 196'
Tr. Exc. 35 C.Y.

(19) "L" 511+
Const.
Const.
Inst. 12
With a
Inst. 1
St. a
Inst.
Tr. E
For D

"W-OFF 504+17.95 PC"
"W-OFF" 511+67.95 PT
SECTION 16
SECTION 21
"W-OFF"
0°36' C.L.
Δ 4°30'00"
T 375.19'
"Duke St." 16+85.07 P.O.T.
"96th Ave." 4+98.71 P.O.T.
R/W
SE 96th AVE
4" Water
L1" Gas
"G-1"
8"-30'
18"-205'
15"-150'
12"-45'
F.L. 203.5
F.L. 202.16
F.L. 226.0
12"-70'
12"-120'
12"-126'
12"-74'
12"-136'
66"-420'
66"-330'
"G2-MA"
12"-10'
F.L. 194.60
F.L. 193.75
F.L. 197.60
(25.0')
20° C.
180'
160'
505
510
"L" LINE
NORTH BOUND
SOUTH BOUND
S.0°45'00"E.
Access Control Line
SE 94th AVE.
Sheet 3

7748

September 12, 1973

TO G. L. Green, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-205-7(24)304

FROM L. N. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7748 Extra Work Order No. 13

Project S.E. Foster Rd. - S.E. Causey Ave.

Highway East Portland Freeway

Counties Multnomah and Clackamas

The order covers raising the bottom of the concrete box girder forms to match the bearing assemblies at bent 2 of the Otty Road Overcrossing. This work is necessary to correct an engineering error in setting grades.

Attached is a copy of a letter from the Assistant Metropolitan Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on September 10, 1973.

Your approval as of September 10, 1973 is requested.

Attach.

JK:dgk

7748

cc: OSHD (H S Coulter)
Region
Wash DC
Area Engr Christiansen

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT

(PPM 20-6.1)

cst

8-31-73

(Check appropriate box) ☐ CONTRACT ☒ PROJECT STAGE INSPECTION ☐ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	12	Multnomah	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
8-31-73	P. E. O'Neil, Asst Area Engineer	I-205-7(24)304

IN COMPANY WITH
John Howard, Res Br Engr, OSHD; Don Corum & Ron Alrquist, FHWA trainees.

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	63 %	48 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT

S. E. FOSTER-S. E. CAUSEY AVENUE
EAST PORTLAND FREEWAY
Grading and Structures

SEP 17 1973

Stage Inspected: Bridge #9712 Deck Pour REGIONAL OFFICE

1. SCOPE OF INSPECTION

The purpose of this inspection was to review the contractor's construction procedure on a deck pour, the State's inspection and testing procedures on the structure and at the plant, and to review the resident's records, as they related to the pour.

9-18-73 Conc. ok

2. SUMMARY OF FINDINGS AND RECOMMENDATIONS

a. The project was sufficiently staffed with qualified personnel to perform the required sampling and testing, inspection, and documentation of the progress payments.

b. Field tests were conducted in our presence and were performed according to the standard procedures.

c. The deck pour had been stopped on a previous day due to equipment failure. The face of the pour was removed to a neat line and a 1-inch deep cut was sawed transversely across the deck.

d. The deck finishing was progressing satisfactorily except the finisher filled in a low spot with excess mortar. This was brought to the attention of the resident engineer and he took immediate corrective action.

NOTED
H.S.COULTER

Backup notes are attached to the Division office copy of this report.

RECEIVED STATE HWY ENGR
SEP 17 '73
REFER TO
FOR
Info
Inves
R/D
D/R
Sign
Ret
File

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

#7748

Foster-Causey

Salem, Oregon
August 15, 1973

Agenda Item 2j
August 14 Commission meeting

Mr. J.B. Boyd
Right of Way Engineer

Attention: Utility Unit

RAILROAD COMPANIES
FILE No. 753

Attached are two copies of an agreement with Portland Traction Company for an easement for the overcrossing and slopes of the East Portland Freeway overcrossing of their tracks on S.E. Foster Road-S.E. Causey Avenue Section in Multnomah County.

Please have the Railroad Company date and sign this agreement. We have retained a xerox copy until a fully executed one is returned for the Commission's files.

C. W. Head, Manager
ADMINISTRATIVE SERVICES

fkm
Att.

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

August 6, 1973

AGENDA
AUG 14 1973
2j

Oregon Transportation Commission

ORIGINAL SIGNED
J. B. BOYD

J. B. Boyd
Right of Way Engineer

At the meeting on August 14 I shall ask your approval to enter into an agreement with Portland Traction Company.

Covered by this agreement is an easement for the overcrossing and slopes of the East Portland Freeway overcrossing of Portland Traction Company tracks on the SE Foster Road-SE Causey Avenue Section in Multnomah County. Construction of this overcrossing is also covered by this agreement.

Consideration for this 40,250 square-foot permanent easement and 1.17 acre temporary easement will be $3,525 as determined by fee appraisal.

Federal Highway Administration approval is not required.

Your favorable consideration is requested.

JP:HA
CC George M. Baldwin
C. W. Head /w/ att.
F. B. Klaboe
Gary Sund

(A)
2 COPIES TO BE SIGNED
By Klaboe

#7148

5

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE August 8, 1973

TO MEMO TO THE FILE

FROM R. N. Bothman
Metropolitan Engineer

Bothman

SUBJECT KATU Television Contact 2 Inquiry

NOTE - F. B. KLOSE

I contacted Cindy Kurtzhals, Contact 2, who I've had several previous contacts with, regarding the letter received by the television station from James D. Bernier regarding the condition of S. E. Duke Street adjacent to I-205.

This street is a east-west street running between 96th which was reconstructed as part of I-205 and 97th which is the route required by about six home owners to gain access from the area.

Although there is an alternate route for these people, it is about four blocks out of direction and they are utilizing the unimproved dirt street, S. E. Duke, as their access.

The agreement with the City stipulated certain conditions as to improvement of 96th and the severing of Duke Street; however, made no provisions for improvement of Duke which is most direct access.

I advised Cindy that I would make arrangements to see that this street is bladed and additional gravel and perhaps some type of light oil treatment placed in order that those persons affected by the I-205 construction are provided access equal to that which they had prior to the construction.

I further informed her that I would contact and work this out with the City in order to get some assurance that the City would maintain the street once it was improved as outlined above by the State. No further correspondence is needed.

RNB:slh

RECEIVED
STATE HWY ENGR
AUG 9 73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

7748

5

CONTACT 2

KATU 2 PORTLAND TELEVISION abc

2153 N.E. Sandy Boulevard • Portland, Oregon 97208 • Telephone 233-2422

August 2, 1973

HIGHWAY DIVISION
A. E. Johnson
Highway Building
Salem, OR 97310

Dear Mr. Johnson:

KATU, Television 2, has a public service news feature called "Contact 2". Viewers are asked to write to us if they have community or consumer problems or questions. After they "Contact 2", we attempt to find a solution or answer. With the interest and support of agencies, companies and individuals, we have been able to resolve most areas of misunderstanding.

Some of our results, specifically those of general interest, and often including filmed reports and interviews are telecast nightly on our 5:30 p.m. "Eyewitness News".

A viewer has written us regarding a matter that might be of special interest to you. Enclosed is a copy of that letter.

The "Contact 2" staff would appreciate your response to this letter at your earliest convenience. We will then contact the concerned viewer with an explanation.

Thank you for your cooperation.

Cordially,

A. Dean Jones and Cindy Kurtzhals "CONTACT 2"

Enclosures: Two separate letters

cc: Neil Goldschmidt

NOTED
A. E. JOHNSON

RECEIVED
STATE HWY ENGR
AUG 3 '73
REFER TO
Bartman
FOR
Info | Inves | R/D | D/R | Sign | Act | File
4 4

cy - 8-3-73

Investigate report + draft

6316 S.E. 96th
Portland, Oregon 97266

June 14, 1973

Contact 2
Channel 2
Portland, Oregon

Gentlemen:

I am a resident and tax payer of Multnomah County, City of Portland, State of Oregon, and have been for some years.

You may wonder why the heading is written this way, but I am really wondering where I do live, from the excuses I get from the City and State, concernign one block of S.E. Duke, between 96th and 97th.

As you may know the new freeway is going in, right in our front yard. They have blocked off our access to Woodstock, and leaving only this bumpy road I am speaking of (S.E. Duke).

I have called the City, they say it's the State's responsibility. I called the State, they say it's the City's responsibility. In the mean time we have no way of getting out of our property, except through this awful road, or clear down 96th and out via 97th which isn't any better. (try driving it sometime)

I am a very concerned taxpayer, also a very angry one, with all the run around and pitiful excuses I get. I can't see any reason why we can't be provided with a traveable street in and out of our property.

Sincerely yours,

James D. Bernier

James D. Bernier

July 21, 1973

Mayor Neil Goldschmidt
City of Portland
Room 303 Courthouse
1021 S.W. Fourth Avenue
Portland, Oregon 97201

Dear Mayor Goldschmidt:

I am writing to see if you can suggest a course of action for me to follow with a problem. I have just had an exasperating go-around with our City Street Engineer. The main problem was created when the City paved a new street and created problems for us trying to get in and out of our driveway and now will not repair their damage. The attitude of the people involved in this problem was incredible. They either had a chip on their shoulder, knew nothing, or were just plain lazy.

In the summer of 1972, the City decided to repave Southeast Henderson Street. It appeared to us, and to the rest of our neighbors, that there were many other streets in Portland that had large chuck holes and needed the repair. (SE 39th, Crystal Springs, etc) They dug an approximate 12" groove along the side of our curb and driveway to help them with the grade of the street. At that time, I called it to the City Engineer's attention and was assured by the man who answerd the phone that this would be taken care of when the street was finally poured. Now the street is finished, but we cannot get in or out of our driveway. New cars and boat trailers, especially, scrape and are marking the sidewalk. With the new street our curb-to-sidewalk measurement is 6" at the corner and 7 3/8" at our driveway. The height of the first three homes on both sides of the street is about 6". If the asphalt was put down correctly, there would be no water drainage problem. We had 2" of asphalt on the old street that the City provided and had no problems getting it or after it was poured. The drainage problem was not evident in past years when we had the asphalt built up in order to use our street, and if it does back up it is us who clean it out--not the City. A temporary board across the driveway entrance would make the property look shabby and the street cleaners would tote it off anyway.

A month and a half ago, I called the Street Maintenance Office again hoping to get 2 or 3" of asphalt put on the entrance of our driveway. I got the "royal run around"; the typical switching from one office to another, or one person who didn't know anything to another, and all kinds of excuses. The first excuse was that they were out of asphalt. However, the very day that excuse was used, a truck full of asphalt was on our block and my wife, thinking that the men were lost and supposed to be doing our driveway, spoke to the three men (one holding the shovel, two to watch). Their response was that they wouldn't do it, because they were not told to; that they were just going around the area filling holes and doing patchwork

on the streets; and their last sarcastic comment was that the main office didn't want them to think on their own. About a week and 4 telephone calls later, 5 trucks, 11 men, and all kinds of equipment showed up. They spent 15 or 20 minutes just looking around the area and goofing off. One even sat down and started reading the newspaper. Finally, one man took a sander and sanded off the lip of asphalt that was there. The equipment that was sent out; (big rollers, oilers, etc.) and the man hours involved--it looked like they were ready to repave the entire street again--probably cost the City quite a lot of the taxpayers' money. And for what? Making the initial problem worse. All they did was scrape off the ridge which made it worse instead of better for getting in and out of the driveway.

Several telephone calls later, after the excuse of the strike and that the order wasn't in, etc., I finally got a man to come out. Now, this man tells me, the curbs and sidewalks are all wrong and they will have to come out and be lowered. The curbs and sidewalks were put in in 1952 by P.D.R. Co. and inspected by the City Inspectors, we assume according to code. So why, 21 years later, are they the problem? This man's answer was that "two wrongs don't make a right", and that they are not responsible for the inspectors.

When we asked if we could go ahead and put the asphalt down ourselves at our own expense, we were told that they would probably condemn it and either chip it out and charge us, or give us so many days to chip it out ourselves. The only solution they had was to take the curbs and sidewalks out and reconstruct them, which obviously is more work and money than 4 shovels of asphalt on the entrance to the driveway.

A statement was also made to us not to push this matter further, or we would be in for more trouble and have more work and expense. I think it is a poor attitude to have of threatening us when they created the problem. The money of the taxpayers that has been wasted over this for three trips out here and never having solved the problem is incredible. When the truck was on the street the first time, if in fact all they were doing was filling holes and doing patchwork, 4 shovels full of asphalt would have been a simple solution and they would have been done with it.

Will you please direct this to the correct person or department handling these kinds of matters or is this where we stop?

Thank you.

Sincerely,

Gordon J Weiler

Mr. Gordon J. Weiler
3906 S.E. Henderson
Portland, Oregon 97202

cc: Contact Two

7748

STATE COPY

MONTHLY TRANSACTION NUMBER 7-21	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 7	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Clackamas & Multnomah
MODIFICATION NUMBER 1	(PPM 21-7) 9-16-73	PROJECT NUMBER I-205-7(24)304

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on June 9, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 8,951,347	$ 9,316,980
Federal Funds	$ 8,259,408	$ 8,580,008
Other revisions		

This modification is made for the following reasons:

To include authorized State share of Phillips Creek drainage channel.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 16th day of July, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hunter

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By Vernon H. Crossley
for Glen L. Green (Division Engineer)

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

June 27, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM
L. H. Young, Office Engineer

SUBJECT Project No. I-205-7(24)304
S.E. Foster-S.E. Causey Ave. Sec.

We are forwarding four copies each of a revised project agreement estimate and modification of project agreement for the subject project. Two copies of the modification of project agreement have been signed by a Highway official.

CL:bb

Oregon State Highway Division

Federal-aid Project
No. I-205-7(24)304

S.E. FOSTER ROAD-S.E. CAUSEY AVENUE SECTION

E. PORTLAND FREEWAY IN MULTNOMAH AND CLACKAMAS COUNTIES

Salem, Oregon, June 27, 1973

Revised Project Agreement Estimate.

Type Code 0010
Roadway (8 Lanes)(Sta. 499+25 to Sta. 550+56.38)

Mobilization	All Required (40%)		$ 320,000.00
Furnishing Field Laboratory Building	1 only	3,000.00	3,000.00
Temporary Protection and Direction of Traffic	All Required (40%)		20,000.00
Clearing and Grubbing	All Required (40%)		40,000.00
Removal of Structures and Obstructions	All Required (40%)		8,000.00
Ditch Excavation	4,500 cu.yd.	2.00	9,000.00
General Excavation	90,000 cu.yd.	0.55	49,500.00
Extra for Selected Topsoil Material	7,500 cu.yd.	1.00	7,500.00
Overhaul	1,316,800 C-yd.sta.	0.35	460,880.00
Trench Excavation	30,700 cu.yd.	7.00	214,900.00
Finishing Roadbed and Slopes	All Required (40%)		4,000.00
Obliteration of Roadway	All Required (40%)		400.00
Watering	4,500 M-gal.	5.00	22,500.00
1" - 0 Aggregate Base	8,900 ton	4.50	40,050.00
Class "B" Asphalt Concrete Mixture	8,000 ton	8.00	64,000.00
Asphalt Cement in Mixture	520 ton	32.00	16,640.00
Concrete Ditch Lining	17,300 sq.yd.	7.00	121,100.00
Class A Concrete in Wall and Special Outfall Box	55 cu.yd.	100.00	5,500.00
Reinforcement in Wall and Special Outfall Box	7,700 lb.	0.20	1,540.00
8-inch Culvert Pipe	190 lin.ft.	3.00	570.00
12-inch Culvert Pipe	280 lin.ft.	4.00	1,120.00
24-inch Culvert Pipe	200 lin.ft.	7.00	1,400.00
60-inch Culvert Pipe	190 lin.ft.	25.00	4,750.00
8-inch Storm Sewer Pipe	560 lin.ft.	3.00	1,680.00
12-inch Storm Sewer Pipe	5,200 lin.ft.	5.00	26,000.00
15-inch Storm Sewer Pipe	2,900 lin.ft.	6.00	17,400.00
18-inch Storm Sewer Pipe	1,350 lin.ft.	6.50	8,775.00
24-inch Storm Sewer Pipe	700 lin.ft.	9.00	6,300.00

54-inch Storm Sewer Pipe	5 lin.ft.	30.00	150.00
60-inch Storm Sewer Pipe	360 lin.ft.	45.00	16,200.00
66-inch Storm Sewer Pipe	2,490 lin.ft.	50.00	124,500.00
72-inch Storm Sewer Pipe	5,000 lin.ft.	50.00	250,000.00
10-inch Sanitary Sewer Pipe	240 lin.ft.	3.50	840.00
18-inch Sanitary Sewer Pipe	1,030 lin.ft.	9.00	9,270.00
21-inch Sanitary Sewer Pipe	270 lin.ft.	7.00	1,890.00
Extra for Pipe Under Pavement	400 lin.ft.	8.00	3,200.00
Class A Concrete in Sewers	25 cu.yd.	60.00	1,500.00
Reinforcement in Sewers	1,500 lb.	0.35	525.00
Installing 66-inch Pipe Under R.R.	60 lin.ft.	300.00	18,000.00
Installing Pipe Under Streets	170 lin.ft.	300.00	51,000.00
24-inch Paved Culvert End Slopes	4 only	70.00	280.00
Concrete Manholes, 12 Feet or Less Deep	20 only	600.00	12,000.00
Concrete Manholes, Over 12 Feet Deep	6 only	800.00	4,800.00
Special Manholes, Type 3	9 only	3,000.00	27,000.00
Special Manholes, Type 5	6 only	2,500.00	15,000.00
Special Manholes, Type 7	1 only	5,000.00	5,000.00
Concrete Inlets, Type "P"	14 only	150.00	2,100.00
Concrete Inlets, Type "G-1"	71 only	150.00	10,650.00
Concrete Inlets, Type "G-2"	1 only	250.00	250.00
Concrete Inlets, Type "CG-1"	2 only	230.00	460.00
Concrete Inlets, Type "G-2MA"	5 only	180.00	900.00
Special Inlet Box, Sta. "MS" 22+46	1 only	6,000.00	6,000.00
Guard Rail, Type 1	270 lin.ft.	4.00	1,080.00
Guard Rail, Type 2A	1,350 lin.ft.	5.00	6,750.00
Guard Rail Anchors	6 only	200.00	1,200.00
Extra for Guard Rail Bridge Connections	8 only	250.00	2,000.00
Type CL-6 Chain-Link Fence	15,000 lin.ft.	2.50	37,500.00
6' x 72" Chain-Link Single Gates	6 only	100.00	600.00
16' x 72" Chain-Link Double Gates	9 only	200.00	1,800.00
Concrete Walks	1,650 sq.yd.	6.50	10,725.00
Concrete Driveways	195 sq.yd.	11.00	2,145.00
Concrete Curbs	240 cu.yd.	75.00	18,000.00
Extra for Asphalt Curbs	500 lin.ft.	1.00	500.00
Loose Riprap, Calss 50	2,550 cu.yd.	9.00	22,950.00
Loose Riprap, Class 100	100 cu.yd.	13.00	1,300.00
Loose Riprap, Class 700	8,000 cu.yd.	9.00	72,000.00
Filter Blanket	3,200 cu.yd.	8.00	25,600.00
Adjusting Manholes	2 only	200.00	400.00
Roadside Seeding and Mulching	35 acre	350.00	12,250.00
Traffic Signal Installation, Complete	All Required		25,000.00
			$2,279,820.00

Flagging (60% of Contractor's Cost)	All Required (40%)		$ 6,000.00
Temporary Erosion Control	All Required (40%)		4,000.00
On-the-Job Trainee (15 @ $800)	All Required		12,000.00
			$ 22,000.00
	Subtotal		$2,301,820.00
	10% Engr. & Cont.		* 227,182.00
	Total		$2,529,002.00

*NOTE: Reduced in accordance with par. 5 (Project Field Offices) of PPM 30-6.

Type Code 0010
Roadway (6 Lanes)(Sta. 550+56.38 to Sta. 645+50)

Mobilization	All Required (60%)		$ 480,000.00
Temporary Protection and Direction of Traffic	All Required (60%)		30,000.00
Clearing and Grubbing	All Required (60%)		60,000.00
Removal of Structures and Obstructions	All Required (60%)		12,000.00
Ditch Excavation	11,200 cu.yd.	2.00	22,400.00
Embankment Foundation Excavation	22,800 cu.yd.	1.00	22,800.00
General Excavation	1,938,200 cu.yd.	0.55	1,066,010.00
Extra for Selected Topsoil Material	7,500 cu.yd.	1.00	7,500.00
Stone Embankment Material	26,400 cu.yd.	6.00	158,400.00
Overhaul	1,200 C-yd.sta.	0.35	420.00
Trench Excavation	44,500 cu.yd.	7.00	311,500.00
Finishing Roadbed and Slopes	All Required (60%)		6,000.00
Obliteration of Roadway	All Required (60%)		600.00
Watering	3,950 M-gal.	5.00	19,750.00
1" - 0 Aggregate Base	7,950 ton	4.50	35,775.00
Class "B" Asphalt Concrete Mixture	5,800 ton	8.00	46,400.00
Asphalt Cement in Mixture	380 ton	32.00	12,160.00
Concrete Ditch Lining	1,700 sq.yd.	7.00	11,900.00
Class A Concrete in Wall and Special Outfall Box	35 cu.yd.	100.00	3,500.00
Reinforcement in Wall and Special Outfall Box	5,300 lb.	0.20	1,060.00
8-inch Storm Sewer Pipe	180 lin.ft.	3.00	540.00
12-inch Storm Sewer Pipe	4,350 lin.ft.	5.00	21,750.00
15-inch Storm Sewer Pipe	2,800 lin.ft.	6.00	16,800.00
18-inch Storm Sewer Pipe	4,700 lin.ft.	6.50	30,550.00
21-inch Storm Sewer Pipe	20 lin.ft.	9.00	180.00
24-inch Storm Sewer Pipe	2,000 lin.ft.	9.00	18,000.00
27-inch Storm Sewer Pipe	380 lin.ft.	9.50	3,610.00
30-inch Storm Sewer Pipe	1,700 lin.ft.	16.00	27,200.00
36-inch Storm Sewer Pipe	2,560 lin.ft.	18.00	46,080.00
42-inch Storm Sewer Pipe	2,050 lin.ft.	26.00	53,300.00
54-inch Storm Sewer Pipe	2,685 lin.ft.	30.00	80,550.00
60-inch Storm Sewer Pipe	1,040 lin.ft.	45.00	46,800.00
6-inch Sanitary Sewer Pipe	180 lin.ft.	3.00	540.00
8-inch Sanitary Sewer Pipe	1,480 lin.ft.	3.00	4,440.00
10-inch Sanitary Sewer Pipe	1,450 lin.ft.	3.50	5,075.00

8-inch Welded Steel Sewer Pipe	480 lin.ft.	8.00	3,840.00
Extra for Pipe Under Pavement	60 lin.ft.	8.00	480.00
Class A Concrete in Sewers	95 cu.yd.	60.00	5,700.00
Bedding Material	210 cu.yd.	7.00	1,470.00
Installing Pipe Under Streets	70 lin.ft.	300.00	21,000.00
36-inch Paved Culvert End Slopes	1 only	100.00	100.00
Concrete Manholes, 12 Feet or Less Deep	45 only	600.00	27,000.00
Concrete Manholes, Over 12 Feet Deep	4 only	800.00	3,200.00
Special Manholes, Type 1	4 only	2,500.00	10,000.00
Special Manholes, Type 2	3 only	3,000.00	9,000.00
Special Manholes, Type 3	1 only	3,000.00	3,000.00
Special Manholes, Type 4	1 only	4,000.00	4,000.00
Special Manholes, Type 5	1 only	2,500.00	2,500.00
Special Manholes, Type 6	2 only	5,000.00	10,000.00
Special Manholes, Type 8	2 only	4,000.00	8,000.00
Drop Manholes	3 only	2,200.00	6,600.00
Concrete Slope Protectors	5 only	200.00	1,000.00
Concrete Inlets, Type "G-1"	6 only	150.00	900.00
Concrete Inlets, Type "G-2"	12 only	250.00	3,000.00
Concrete Inlets, Type "CG-1"	8 only	230.00	1,840.00
Concrete Inlets, Type "G-2MA"	65 only	180.00	11,700.00
Concrete Inlets, Type "M-E"	4 only	500.00	2,000.00
Special Ditch Inlets	6 only	2,300.00	13,800.00
Special Inlet Box, Sta. "HB" 16+67	1 only	5,800.00	5,800.00
8-inch Drain Pipe	590 lin.ft.	2.00	1,180.00
Special Filter Material in Drains	140 cu.yd.	10.00	1,400.00
Guard Rail, Type 1	390 lin.ft.	4.00	1,560.00
Type CL-6 Chain-Link Fence	20,000 lin.ft.	2.50	50,000.00
6' x 72" Chain-Link Single Gates	6 only	100.00	600.00
16' x 72" Chain-Link Double Gates	11 only	200.00	2,200.00
Concrete Walks	1,080 sq.yd.	6.50	7,020.00
Concrete Driveways	80 sq.yd.	11.00	880.00
Concrete Curbs	170 cu.yd.	75.00	12,750.00
Loose Riprap, Class 50	50 cu.yd.	9.00	450.00
Roadside Seeding and Mulching	45 acre	350.00	15,750.00
			$2,913,310.00
Flagging (60% of Contractor's Cost)	All Required (60%)		$ 9,000.00
Temporary Erosion Control	All Required (60%)		6,000.00
State Share of Phillips Creek Drainage Channel	Lump Sum		332,394.00
			$ 347,394.00
	Subtotal		$3,260,704.00
	10% Engr. & Cont.		326,069.50
	Subtotal		$3,586,773.50
Clackamas Service District Share of Sewer Work			(45,289.50)
	Total		$3,541,484.00

Type Code X181
O'xing Portland Traction Co. Bridge #13540 & 13540A (Sta. 517+60 to Sta. 520+28)

Shoring, Cribbing, Etc.	All Required		$ 10,000.00
Structure Excavation	3,600 cu.yd.	6.50	23,400.00
Structure Excavation Below Elevation Shown	300 cu.yd.	7.00	2,100.00
Furnish HP 10x42 Steel Piling	4,135 lin.ft.	4.00	16,540.00
Drive Steel Piles	58 only	200.00	11,600.00
Splice Steel Piles	15 only	50.00	750.00
Class A Concrete (2,368 C.Y.)	All Required		350,000.00
85'/90' Type III Prestressed Beams	25 only	2,000.00	50,000.00
90'/95' Type III Prestressed Beams	50 only	2,200.00	110,000.00
Reinforcement	All Required		100,000.00
8-inch Culvert Pipe	260 linf.t	1.50	390.00
Deck Seal	4,500 sq.yd.	2.00	9,000.00
1 1/2-inch Electrical Conduit	640 lin.ft.	4.00	2,560.00
			$ 686,340.00

Type Code X481
Johnson Creek O'xing, Bridge No. 13541 & 13541A (Sta. 532+89 to Sta. 536+17)

Shoring, Cribbing, Etc.	All Required (83%)		$ 6,640.00
Structure Excavation	6,500 cu.yd.	6.50	42,250.00
Structure Excavation Below Elevation Shown	600 cu.yd.	7.00	4,200.00
Furnish HP 10x42 Steel Piling	4,000 lin.ft.	4.00	16,000.00
Drive Steel Piles	64 only	200.00	12,800.00
Splice Steel Piles	12 only	50.00	600.00
Class A Concrete (2,133 C.Y.)	All Required (83%)		166,000.00
Class AA Concrete (3,144 C.Y.)	All Required (76%)		342,000.00
Prestressing Steel (174,000 lb.)	All Required (73%)		73,000.00
Reinforcement (1,321,000 lb.)	All Required (79%)		197,500.00
Preparation of Slopes	1,550 sq.yd.	4.00	6,200.00
Concrete Slope Paving	1,550 sq.yd.	6.50	10,075.00
Berm Paving	300 sq.yd.	15.00	4,500.00
8-inch PVC Pipe	100 lin.ft.	2.00	200.00
8-inch Culvert Pipe	140 lin.ft.	2.00	280.00
Deck Seal	5,270 sq.yd.	2.00	10,540.00
1 1/2-inch Electrical Conduit	360 lin.ft.	4.00	1,440.00
2-inch Electrical Conduit	390 lin.ft.	5.00	1,950.00
			$ 896,175.00

Type Code X081
Flavel St. O'xing Johnson Cr. Bridge #13541B (West of Sta. 535)(Length 183')

Shoring, Cribbing, Etc.	All Required (17%)		$ 1,360.00
Structure Excavation	1,400 cu.yd.	6.50	9,100.00
Structure Excavation Below Elevation Shown	100 cu.yd.	7.00	700.00
Furnish HP 10x42 Steel Piling	1,610 lin.ft.	4.00	6,440.00

Drive Steel Piles	46 only	200.00	9,200.00
Splice Steel Piles	8 only	50.00	400.00
Class A Concrete (448 C.Y.)	All Required (17%)		34,000.00
Class AA Concrete (970 C.Y.)	All Required (24%)		108,000.00
Prestressing Steel (63,000 lb.)	All Required (27%)		27,000.00
Reinforcement (341,000 lb.)	All Required (21%)		52,500.00
Two Tube Metal Railing	196 lin.ft.	15.00	2,940.00
Three Tube Metal Railing	174 lin.ft.	18.00	3,132.00
Reinforced Concrete Bridge End Panels	440 sq.yd.	30.00	13,200.00
Deck Seal	1,230 sq.yd.	2.00	2,460.00
			$ 270,432.00

Type Code X020
SE 92nd Ave. O'xing Johnson Cr., Br. #11070A (West of Sta. 539+00)(Length 125')

Bridge Removal Work	All Required		$ 5,000.00
Shoring, Cribbing, Etc.	All Required		2,000.00
Structure Excavation	640 cu.yd.	13.00	8,320.00
Structure Excavation Below Elevation Shown	60 cu.yd.	14.00	840.00
Furnish HP 10x42 Steel Piling	560 lin.ft.	4.00	2,240.00
Drive Steel Piles	16 only	200.00	3,200.00
Splice Steel Piles	4 only	50.00	200.00
Class A Concrete (995 C.Y.)	All Required		100,000.00
Reinforcement (245,000 lb.)	All Required		40,000.00
Three Tube Metal Railing	275 lin.ft.	18.00	14,950.00
Reinforced Concrete Bridge End Panels	290 sq.yd.	30.00	8,700.00
Deck Seal	850 sq.yd.	2.00	1,700.00
Install Telephone Conduit	All Required		3,000.00
Install Gas Conduit	All Required		4,000.00
Timber Detour Structure	All Required		50,000.00
			$ 234,150.00

Type Code X781
Lester Ave. U'xing Bridge #9812 (Sta. 581+87.42)(Length 364')

Shoring, Cribbing, Etc.	All Required (35%)		$ 1,750.00
Structure Excavation	930 cu.yd.	11.00	10,230.00
Structure Excavation Below Elevation Shown	90 cu.yd.	4.00	360.00
Furnish Steel Piling	1,800 lin.ft.	4.00	7,200.00
Drive Steel Piling	56 only	200.00	11,200.00
Splice Steel Piles	14 only	50.00	700.00
Class A Concrete (781 C.Y.)	All Required (43%)		64,500.00
Class AA Concrete (423 C.Y.)	All Required (26%)		65,000.00
40'/45' Prestressed INterior Box Beam	12 only	1,500.00	18,000.00
50'/55' Prestressed Interior Box Beam	4 only	1,600.00	6,400.00
55'/60' Prestressed Interior Box Beam	4 only	2,000.00	8,000.00

40'/45' Prestressed Exterior Box Beam	6 only	1,900.00	11,400.00
50'/55' Prestressed Exterior Box Beam	2 only	2,100.00	4,200.00
55'/60' Prestressed Exterior Box Beam	2 only	2,300.00	4,600.00
Prestressing Steel (115,000 lb.)	All Required (42%)		46,200.00
Reinforcement (212,900 lb.)	All Required (39%)		35,100.00
Two Tube Metal Rail	810 lin.ft.	15.00	12,150.00
Pedestrian Handrail	365 lin.ft.	18.00	6,570.00
Preparation of Slopes	430 sq.yd.	4.00	1,720.00
Concrete Slope Paving	430 sq.yd.	6.50	2,795.00
8-inch Culvert Pipe	55 lin.ft.	2.00	110.00
Membrane Waterproofing*	1,602 sq.yd.	2.50	4,050.00
Install Telephone Conduit	All Required (50%)		3,000.00
1-inch Electrical Conduit	300 lin.ft.	3.00	900.00
2-inch Electrical Conduit	450 lin.ft.	5.00	2,250.00
			$ 328,385.00

*Note: Experimental 1 (Category 2)

Type Code X781

Otty Road U'xing Bridge #9713 (Sta. 601+52.98)(Length 420')

Shoring, Cribbing, Etc.	All Required (65%)		$ 3,250.00
Structure Excavation	1,470 cu.yd.	11.00	16,170.00
Structure Excavation Below Elevation Shown	110 cu.yd.	4.00	440.00
Furnish Steel Piling	1,795 lin.ft.	4.00	7,180.00
Drive Steel Piling	43 only	200.00	8,600.00
Splice Steel Piles	10 only	50.00	500.00
Class A Concrete (1,035 C.Y.)	All Required (57%)		85,500.00
Class AA Concrete (1,177 C.Y.)	All Required (74%)		185,000.00
40'/45' Prestressed Interior Box Beam	10 only	1,500.00	15,000.00
50'/55' Prestressed Interior Box Beam	5 only	1,600.00	8,000.00
55'/60' Prestressed Interior Box Beam	5 only	2,000.00	10,000.00
40'/45' Prestressed Exterior Box Beam	4 only	1,900.00	7,600.00
50'/55' Prestressed Exterior Box Beam	2 only	2,100.00	4,200.00
55'/60' Prestressed Exterior Box Beam	2 only	2,300.00	4,600.00
Prestressing Steel (161,000 lb.)	All Required		63,800.00
Reinforcement (339,000 lb.)	All Required (61%)		54,900.00
Two Tube Metal Rail	928 lin.ft.	15.00	13,920.00
Pedestrian Handrail	445 lin.ft.	18.00	8,010.00
Preparation of Slopes	970 sq.yd.	4.00	3,880.00
Concrete Slope Paving	970 sq.yd.	6.50	6,305.00
Berm Paving	86 sq.yd.	15.00	1,290.00

8-inch Culvert Pipe	75 lin.ft.	2.00	150.00
Membrane Waterproofing*	2,280 sq.yd.	2.50	5,700.00
Install Telephone Conduit	All Required (50%)		3,000.00
1-inch Electrical Conduit	400 lin.ft.	3.00	1,200.00
2-inch Electrical Conduit	500 lin.ft.	5.00	2,500.00
			$ 520,695.00

*Note: Experimental 1 (Category 2)

		$2,936,177.00
Railroad Protective Cost	All Required	27,000.00
	Subtotal	$2,963,177.00
	10% Engr. & Cont.	296,317.00
	Total	$3,259,494.00
Credit for Installing Telephone Conduit	All Required	$ (9,000.00)
Credit for Installing Gas Conduit	All Required	(4,000.00)
		$3,246,494.00

Length of 8-Lane Section - - - - - - 0.859 Mile
Length of 6-Lane Section - - - - - - 1.798 Miles
Length of Structures (2) - - - - - - 0.113 Mile
Total Length - - - - - - 2.770 Miles

Cost of 8-Lane Roadway Per Mile - - $2,944,123.40
Cost of 6-Lane Roadway Per Mile - - $1,969,679.92

Retained in Program Status

Slide Correction	All Required	$ 20,000.00
	Subtotal	$ 20,000.00
	10% Engr. & Cont.	2,000.00
	Total	$ 22,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
8-Lane Roadway	$2,529,002.00	$2,333,510.00	$195,492.00
6-Lane Roadway	3,541,484.00	3,250,958.00	290,526.00
Structures	3,246,494.00	2,995,540.00	250,954.00
Subtotal	$9,316,980.00	$8,580,008.00	$736,972.00
Retained in Program	22,000.00	20,299.00	1,701.00
Total	$9,338,980.00	$8,600,307.00	$738,673.00

Group 1 - 100%

Contract No. 7748

Prefix: 603-1020

Utility and Railroad Work

Pacific N.W. Bell	All Required	$ 2,000.00
Clackamas Water District	All Required	125,000.00
Portland Water Works	All Required	73,500.00
Mt. Scott Water District	All Required	10,000.00
Barwell Park Water District	All Required	5,000.00
Work by Railroad Co.	All Required	5,000.00
Portland General Electric	All Required	21,000.00
		$*241,500.00

*NOTE: Utility costs will be claimed on Oregon Project No. I-205-7(13)300. (Utility Project)

SE FOSTER RD.-SE CAUSEY AVE. SECTION

Clackamas County Service District No. 1's Share of Sanitary Sewer Work

Trench Excavation	2,928 cu.yd.	7.00	$ 20,496.00
6-inch Sanitary Sewer Pipe	161 lin.ft.	3.00	483.00
8-inch Sanitary Sewer Pipe	1,810 lin.ft.	3.00	5,430.00
10-inch Sanitary Sewer Pipe	1,315 lin.ft.	3.50	4,602.50
Class A Concrete in Sewer	42 cu.yd.	60.00	1,358.00
Concrete Manholes, 12 ft. or Less Deep	5 only	600.00	3,000.00
Concrete Manholes, over 12 ft. Deep	1 only	800.00	800.00
Drop Manholes	3 only	2,200.00	6,600.00
			$ 45,289.50

SE FOSTER ROAD-SE CAUSEY AVENUE SECTION

EAST PORTLAND FREEWAY IN MULTNOMAH AND CLACKAMAS COUNTIES

Nonparticipating - State Work

General Excavation	800 cu.yd.	0.55	$ 440.00
Trench Excavation	800 cu.yd.	7.00	5,600.00
Watering	50 M-gal.	5.00	250.00
1" - 0 Aggregate Base	1,350 ton	4.50	6,075.00
Class B Asphalt Concrete Mixture	2,600 ton	8.00	20,800.00
Asphalt Cement in Mixture	170 ton	32.00	5,440.00
12-inch Culvert Pipe	200 lin.ft.	4.00	800.00
8-inch Storm Sewer Pipe	280 lin.ft.	3.00	840.00
12-inch Storm Sewer Pipe	50 lin.ft.	5.00	250.00
18-inch Storm Sewer Pipe	450 lin.ft.	6.50	2,925.00
24-inch Storm Sewer Pipe	800 lin.ft.	9.00	7,200.00
Extra for Pipe Under Pavement	110 lin.ft.	8.00	880.00
Concrete Manholes, 12 Feet or Less Deep	5 only	600.00	3,000.00
Concrete Inlets, Type "P"	6 only	150.00	900.00
Concrete Inlets, Type "G-1"	3 only	150.00	450.00
Concrete Inlets, Type "G-2"	1 only	250.00	250.00
Concrete Walks	370 sq.yd.	6.50	2,405.00
Concrete Driveways	145 sq.yd.	11.00	1,595.00
Concrete Curbs	50 cu.yd.	75.00	3,750.00
			$63,850.00
State's Responsibility for Damages	All Required		1,000.00
			$64,850.00

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
6-18		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
5	*(PPM 21-7)*	Clackamas & Multnomah
	6-7-72	PROJECT NO. I-205-7(24)304

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-205 S.E. Foster Rd., S. 2.77 mi. (S.E. Foster-S.E. Causey Ave. Sec.)

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-5-72	2.77
OTHER *(Specify)*		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 8,951,347	$ 8,259,408

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By J. P. Kahler

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By S. L. Green
(Division Engineer)

For R. E. Simpson

Date executed by Division Engineer JUN 9 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 5, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Project No. I-205-7(24)304**
S.E. Foster Rd.-S.E. Causey Ave. Sec.

We are forwarding four copies each of a project agreement estimate and project agreement for the subject project. Two copies of the project agreement have been signed by a highway official.

CL:js

Oregon State Highway Division

Federal-Aid Project
No. I-205-7(24)304

S.E. FOSTER ROAD-S.E. CAUSEY AVENUE SECTION

E. PORTLAND FREEWAY IN MULTNOMAH AND CLACKAMAS COUNTIES

Salem, Oregon, June 5, 1972

Project Agreement Estimate.

Type Code 0010
Roadway (8 Lanes) (Sta. 499+25 to Sta. 550+56.38)

Mobilization	All Required (40%)		$ 320,000.00
Furnishing Field Laboratory Building	1 only	3,000.00	3,000.00
Temporary Protection and Direction of Traffic	All Required (40%)		20,000.00
Clearing and Grubbing	All Required (40%)		40,000.00
Removal of Structures and Obstructions	All Required (40%)		8,000.00
Ditch Excavation	4,500 cu.yd.	2.00	9,000.00
General Excavation	90,000 cu.yd.	0.55	49,500.00
Extra for Selected Topsoil Material	7,500 cu.yd.	1.00	7,500.00
Overhaul	1,316,800 C-yd.sta.	0.35	460,880.00
Trench Excavation	30,700 cu.yd.	7.00	214,900.00
Finishing Roadbed and Slopes	All Required (40%)		4,000.00
Obliteration of Roadway	All Required (40%)		400.00
Watering	4,500 M-gal.	5.00	22,500.00
1" - 0 Aggregate Base	8,900 ton	4.50	40,050.00
Class "B" Asphalt Concrete Mixture	8,000 ton	8.00	64,000.00
Asphalt Cement in Mixture	520 ton	32.00	16,640.00
Concrete Ditch Lining	17,300 sq.yd.	7.00	121,100.00
Class A Concrete in Wall and Special Outfall Box	55 cu.yd.	100.00	5,500.00
Reinforcement in Wall and Special Outfall Box	7,700 lb.	0.20	1,540.00
8-inch Culvert Pipe	190 lin.ft.	3.00	570.00
12-inch Culvert Pipe	280 lin.ft.	4.00	1,120.00
24-inch Culvert Pipe	200 lin.ft.	7.00	1,400.00
60-inch Culvert Pipe	190 lin.ft.	25.00	4,750.00
8-inch Storm Sewer Pipe	560 lin.ft.	3.00	1,680.00
12-inch Storm Sewer Pipe	5,200 lin.ft.	5.00	26,000.00
15-inch Storm Sewer Pipe	2,900 lin.ft.	6.00	17,400.00
18-inch Storm Sewer Pipe	1,350 lin.ft.	6.50	8,775.00
24-inch Storm Sewer Pipe	700 lin.ft.	9.00	6,300.00
54-inch Storm Sewer Pipe	5 lin.ft.	30.00	150.00

60-inch Storm Sewer Pipe	360 lin.ft.	45.00	16,200.00
66-inch Storm Sewer Pipe	2,490 lin.ft.	50.00	124,500.00
72-inch Storm Sewer Pipe	5,000 lin.ft.	50.00	250,000.00
10-inch Sanitary Sewer Pipe	240 lin.ft.	3.50	840.00
18-inch Sanitary Sewer Pipe	1,030 lin.ft.	9.00	9,270.00
21-inch Sanitary Sewer Pipe	270 lin.ft.	7.00	1,890.00
Extra for Pipe Under Pavement	400 lin.ft.	8.00	3,200.00
Class A Concrete in Sewers	25 cu.yd.	60.00	1,500.00
Reinforcement in Sewers	1,500 lb.	0.35	525.00
Installing 66-inch Pipe Under R.R.	60 lin.ft.	300.00	18,000.00
Installing Pipe Under Streets	170 lin.ft.	300.00	51,000.00
24-inch Paved Culvert End Slopes	4 only	70.00	280.00
Concrete Manholes, 12 Feet or Less Deep	20 only	600.00	12,000.00
Concrete Manholes, Over 12 Feet Deep	6 only	800.00	4,800.00
Special Manholes, Type 3	9 only	3,000.00	27,000.00
Special Manholes, Type 5	6 only	2,500.00	15,000.00
Special Manholes, Type 7	1 only	5,000.00	5,000.00
Concrete Inlets, Type "P"	14 only	150.00	2,100.00
Concrete Inlets, Type "G-1"	71 only	150.00	10,650.00
Concrete Inlets, Type "G-2"	1 only	250.00	250.00
Concrete Inlets, Type "CG-1"	2 only	230.00	460.00
Concrete Inlets, Type "G-2MA"	5 only	180.00	900.00
Special Inlet Box, Sta. "MS" 22+46	1 only	6,000.00	6,000.00
Guard Rail, Type 1	270 lin.ft.	4.00	1,080.00
Guard Rail, Type 2A	1,350 lin.ft.	5.00	6,750.00
Guard Rail Anchors	6 only	200.00	1,200.00
Extra for Guard Rail Bridge Connections	8 only	250.00	2,000.00
Type CL-6 Chain-Link Fence	15,000 lin.ft.	2.50	37,500.00
6' x 72" Chain-Link Single Gates	6 only	100.00	600.00
16' x 72" Chain-Link Double Gates	9 only	200.00	1,800.00
Concrete Walks	1,650 sq.yd.	6.50	10,725.00
Concrete Driveways	195 sq.yd.	11.00	2,145.00
Concrete Curbs	240 cu.yd.	75.00	18,000.00
Extra for Asphalt Curbs	500 lin.ft.	1.00	500.00
Loose Riprap, Class 50	2,550 cu.yd.	9.00	22,950.00
Loose Riprap, Class 100	100 cu.yd.	13.00	1,300.00
Loose Riprap, Class 700	8,000 cu.yd.	9.00	72,000.00
Filter Blanket	3,200 cu.yd.	8.00	25,600.00
Adjusting Manholes	2 only	200.00	400.00
Roadside Seeding and Mulching	35 acre	350.00	12,250.00
Traffic Signal Installation, Complete	All Required		25,000.00
			$2,279,820.00

Flagging (60% of Contractor's Cost)	All Required (40%)		$ 6,000.00
Temporary Erosion Control	All Required (40%)		4,000.00
On-the-Job Trainee (15 @ $800)	All Required		12,000.00
			$ 22,000.00
	Subtotal		$2,301,820.00
	10% Engr. & Cont.		* 227,182.00
	Total		$2,529,002.00

*NOTE: Reduced in accordance with par. 5 (Project Field Offices) of PPM 30-6.

Type Code 0010
Roadway (6 Lanes)(Sta. 550+56.38 to Sta. 645+50)

Mobilization	All Required (60%)		$ 480,000.00
Temporary Protection and Direction of Traffic	All Required (60%)		30,000.00
Clearing and Grubbing	All Required (60%)		60,000.00
Removal of Structures and Obstructions	All Required (60%)		12,000.00
Ditch Excavation	11,200 cu.yd.	2.00	22,400.00
Embankment Foundation Excavation	22,800 cu.yd.	1.00	22,800.00
General Excavation	1,938,200 cu.yd.	0.55	1,066,010.00
Extra for Selected Topsoil Material	7,500 cu.yd.	1.00	7,500.00
Stone Embankment Material	26,400 cu.yd.	6.00	158,400.00
Overhaul	1,200 C-yd.sta.	0.35	420.00
Trench Excavation	44,500 cu.yd.	7.00	311,500.00
Finishing Roadbed and Slopes	All Required (60%)		6,000.00
Obliteration of Roadway	All Required (60%)		600.00
Watering	3,950 M-gal.	5.00	19,750.00
1" - 0 Aggregate Base	7,950 ton	4.50	35,775.00
Class "B" Asphalt Concrete Mixture	5,800 ton	8.00	46,400.00
Asphalt Cement in Mixture	380 ton	32.00	12,160.00
Concrete Ditch Lining	1,700 sq.yd.	7.00	11,900.00
Class A Concrete in Wall and Special Outfall Box	35 cu.yd.	100.00	3,500.00
Reinforcement in Wall and Special Outfall Box	5,300 lb.	0.20	1,060.00
8-inch Storm Sewer Pipe	180 lin.ft.	3.00	540.00
12-inch Storm Sewer Pipe	4,350 lin.ft.	5.00	21,750.00
15-inch Storm Sewer Pipe	2,800 lin.ft.	6.00	16,800.00
18-inch Storm Sewer Pipe	4,700 lin.ft.	6.50	30,550.00
21-inch Storm Sewer Pipe	20 lin.ft.	9.00	180.00

24-inch Storm Sewer Pipe	2,000 lin.ft.	9.00	18,000.00
27-inch Storm Sewer Pipe	380 lin.ft.	9.50	3,610.00
30-inch Storm Sewer Pipe	1,700 lin.ft.	16.00	27,200.00
36-inch Storm Sewer Pipe	2,560 lin.ft.	18.00	46,080.00
42-inch Storm Sewer Pipe	2,050 lin.ft.	26.00	53,300.00
54-inch Storm Sewer Pipe	2,685 lin.ft.	30.00	80,550.00
60-inch Storm Sewer Pipe	1,040 lin.ft.	45.00	46,800.00
6-inch Sanitary Sewer Pipe	180 lin.ft.	3.00	540.00
8-inch Sanitary Sewer Pipe	1,480 lin.ft.	3.00	4,440.00
10-inch Sanitary Sewer Pipe	1,450 lin.ft.	3.50	5,075.00
8-inch Welded Steel Sewer Pipe	480 lin.ft.	8.00	3,840.00
Extra for Pipe Under Pavement	60 lin.ft.	8.00	480.00
Class "A" Concrete in Sewers	95 cu.yd.	60.00	5,700.00
Bedding Material	210 cu.yd.	7.00	1,470.00
Installing Pipe Under Streets	70 lin.ft.	300.00	21,000.00
36-inch Paved Culvert End Slopes	1 only	100.00	100.00
Concrete Manholes, 12 Feet or Less Deep	45 only	600.00	27,000.00
Concrete Manholes, Over 12 Feet Deep	4 only	800.00	3,200.00
Special Manholes, Type 1	4 only	2,500.00	10,000.00
Special Manholes, Type 2	3 only	3,000.00	9,000.00
Special Manholes, Type 3	1 only	3,000.00	3,000.00
Special Manholes, Type 4	1 only	4,000.00	4,000.00
Special Manholes, Type 5	1 only	2,500.00	2,500.00
Special Manholes, Type 6	2 only	5,000.00	10,000.00
Special Manholes, Type 8	2 only	4,000.00	8,000.00
Drop Manholes	3 only	2,200.00	6,600.00
Concrete Slope Protectors	5 only	200.00	1,000.00
Concrete Inlets, Type "G-1"	6 only	150.00	900.00
Concrete Inlets, Type "G-2"	12 only	250.00	3,000.00
Concrete Inlets, Type "CG-1"	8 only	230.00	1,840.00
Concrete Inlets, Type "G-2 MA"	65 only	180.00	11,700.00
Concrete Inlets, Type "M-E"	4 only	500.00	2,000.00
Special Ditch Inlets	6 only	2,300.00	13,800.00
Special Inlet Box, Sta. "HB" 16+67	1 only	5,800.00	5,800.00
8-inch Drain Pipe	590 lin.ft.	2.00	1,180.00
Special Filter Material in Drains	140 cu.yd.	10.00	1,400.00
Guard Rail, Type 1	390 lin.ft.	4.00	1,560.00
Type CL-6 Chain-Link Fence	20,000 lin.ft.	2.50	50,000.00
6' x 72" Chain-Link Single Gates	6 only	100.00	600.00
16' x 72" Chain-Link Double Gates	11 only	200.00	2,200.00
Concrete Walks	1,080 sq.yd.	6.50	7,020.00
Concrete Driveways	80 sq.yd.	11.00	880.00
Concrete Curbs	170 cu.yd.	75.00	12,750.00

Loose Riprap, Class 50	50 cu.yd.	9.00	450.00
Roadside Seeding and Mulching	45 acre	350.00	15,750.00
			$2,913,310.00
Flagging (60% of Contractor's Cost)	All Required (60%)		$ 9,000.00
Temporary Erosion Control	All Required (60%)		6,000.00
			$ 15,000.00
	Subtotal		$2,928,310.00
	10% Engr. & Cont.		292,831.00
	Subtotal		$3,221,141.00
Clackamas Service District Share of Sewer Work			(45,289.50)
	Total		$3,175,851.50

Type Code X181
O'xing Portland Traction Co. Bridge #13540 & 13540A (Sta. 517+60 to Sta. 520+28)

Shoring, Cribbing, Etc.	All Required		$ 10,000.00
Structure Excavation	3,600 cu.yd.	6.50	23,400.00
Structure Excavation Below Elevation Shown	300 cu.yd.	7.00	2,100.00
Furnish HP 10x42 Steel Piling	4,135 lin.ft.	4.00	16,540.00
Drive Steel Piles	58 only	200.00	11,600.00
Splice Steel Piles	15 only	50.00	750.00
Class "A" Concrete (2,368 C.Y.)	All Required		350,000.00
85'/90' Type III Prestressed Beams	25 only	2,000.00	50,000.00
90'/95' Type III Prestressed Beams	50 only	2,200.00	110,000.00
Reinforcement	All Required		100,000.00
8-inch Culvert Pipe	260 lin.ft.	1.50	390.00
Deck Seal	4,500 sq.yd.	2.00	9,000.00
1-1/2-inch Electrical Conduit	640 lin.ft.	4.00	2,560.00
			$ 686,340.00

Type Code X481
Johnson Creek O'xing, Bridge No. 13541 & 13541A (Sta. 532+89 to Sta. 536+17)

Shoring, Cribbing, Etc.	All Required (83%)		$ 6,640.00
Structure Excavation	6,500 cu.yd.	6.50	42,250.00
Structure Excavation Below Elevation Shown	600 cu.yd.	7.00	4,200.00
Furnish HP 10x42 Steel Piling	4,000 lin.ft.	4.00	16,000.00
Drive Steel Piles	64 only	200.00	12,800.00
Splice Steel Piles	12 only	50.00	600.00
Class "A" Concrete $2,133 C.Y.)	All Required (83%)		166,000.00

Class "AA" Concrete (3,144 C.Y.)	All Required (76%)			342,000.00
Prestressing Steel (174,000 lb.)	All Required (73%)			73,000.00
Reinforcement (1,321,000 lb.)	All Required (79%)			197,500.00
Preparation of Slopes	1,550	sq.yd.	4.00	6,200.00
Concrete Slope Paving	1,550	sq.yd.	6.50	10,075.00
Berm Paving	300	sq.yd.	15.00	4,500.00
8-inch PVC Pipe	100	lin.ft.	2.00	200.00
8-inch Culvert Pipe	140	lin.ft.	2.00	280.00
Deck Seal	5,270	sq.yd.	2.00	10,540.00
1-1/2-inch Electrical Conduit	360	lin.ft.	4.00	1,440.00
2-inch Electrical Conduit	390	lin.ft.	5.00	1,950.00
				$ 896,175.00

Type Code X081
Flavel St. O'xing Johnson Cr. Bridge #13541B (West of Sta. 535) (Length 183')

Shoring, Cribbing, Etc.	All Required (17%)			$ 1,360.00
Structure Excavation	1,400	cu.yd.	6.50	9,100.00
Structure Excavation Below Elevation Shown	100	cu.yd.	7.00	700.00
Furnish HP 10x42 Steel Piling	1,610	lin.ft.	4.00	6,440.00
Drive Steel Piles	46	only	200.00	9,200.00
Splice Steel Piles	8	only	50.00	400.00
Class "A" Concrete (448 C.Y.)	All Required (17%)			34,000.00
Class "AA" Concrete (970 C.Y.)	All Required (24%)			108,000.00
Prestressing Steel (63,000 lb.)	All Required (27%)			27,000.00
Reinforcement (341,000 lb.)	All Required (21%)			52,500.00
Two Tube Metal Railing	196	lin.ft.	15.00	2,940.00
Three Tube Metal Railing	174	lin.ft.	18.00	3,132.00
Reinforced Concrete Bridge End Panels	440	sq.yd.	30.00	13,200.00
Deck Seal	1,230	sq.yd.	2.00	2,460.00
				$ 270,432.00

Type Code X020
S.E. 92nd Ave. O'xing Johnson Cr., Bridge #11070A (West of Sta. 539+00) (Length 125')

Bridge Removal Work	All Required			$ 5,000.00
Shoring, Cribbing, Etc.	All Required			2,000.00
Structure Excavation	640	cu.yd.	13.00	8,320.00
Structure Excavation Below Elevation Shown	60	cu.yd.	14.00	840.00
Furnish HP 10x42 Steel Piling	560	lin.ft.	4.00	2,240.00
Drive Steel Piles	16	only	200.00	3,200.00
Splice Steel Piles	4	only	50.00	200.00
Class "A" Concrete (995 C.Y.)	All Required			100,000.00

			40,000.00
Reinforcement (245,000 lb.)	All Required		14,950.00
Three Tube Metal Railing	275 lin.ft.	18.00	
Reinforced Concrete Bridge End Panels	290 sq.yd.	30.00	8,700.00
Deck Seal	850 sq.yd.	2.00	1,700.00
Install Telephone Conduit	All Required		3,000.00
Install Gas Conduit	All Required		4,000.00
Timber Detour Structure	All Required		50,000.00
			$ 234,150.00

Type Code X781
Lester Ave. U'xing Bridge #9712 (Sta. 581+87.42)(Length 364')

			$ 1,750.00
Shoring, Cribbing, Etc.	All Required (35%)		10,230.00
Structure Excavation	930 cu.yd.	11.00	
Structure Excavation Below Elevation Shown	90 cu.yd.	4.00	360.00
Furnish Steel Piling	1,800 lin.ft.	4.00	7,200.00
Drive Steel Piling	56 only	200.00	11,200.00
Splice Steel Piles	14 only	50.00	700.00
Class "A" Concrete (781 C.Y.)	All Required (43%)		64,500.00
Class "AA" Concrete (423 C.Y.)	All Required (26%)		65,000.00
40'/45' Prestressed Interior Box Beam	12 only	1,500.00	18,000.00
50'/55' Prestressed Interior Box Beam	4 only	1,600.00	6,400.00
55'/60' Prestressed Interior Box Beam	4 only	2,000.00	8,000.00
40'/45' Prestressed Exterior Box Beam	6 only	1,900.00	11,400.00
50'/55' Prestressed Exterior Box Beam	2 only	2,100.00	4,200.00
55'/60' Prestressed Exterior Box Beam	2 only	2,300.00	4,600.00
Prestressing Steel (115,000 lb.)	All Required (42%)		46,200.00
Reinforcement (212,900 lb.)	All Required (39%)		35,100.00
Two Tube Metal Rail	810 lin.ft.	15.00	12,150.00
Pedestrian Handrail	365 lin.ft.	18.00	6,570.00
Preparation of Slopes	430 sq.yd.	4.00	1,720.00
Concrete Slope Paving	430 sq.yd.	6.50	2,795.00
8-inch Culvert Pipe	55 lin.ft.	2.00	110.00
Membrane Waterproofing*	1,620 sq.yd.	2.50	4,050.00
Install Telephone Conduit	All Required (50%)		3,000.00
1-inch Electrical Conduit	300 lin.ft.	3.00	900.00
2-inch Electrical Conduit	450 lin.ft.	5.00	2,250.00
			$ 328,385.00

*Note: Experimental 1 (Category 2)

Type Code X781
Otty Road U'xing Bridge #9713 (Sta. 601+52.98)(Length 420')

Shoring, Cribbing, Etc.	All Required (65%)		3,250.00
Structure Excavation	1,470 cu.yd.	11.00	16,170.00
Structure Excavation Below Elevation Shown	110 cu.yd.	4.00	440.00
Furnish Steel Piling	1,795 lin.ft.	4.00	7,180.00
Drive Steel Piling	43 only	200.00	8,600.00
Splice Steel Piles	10 only	50.00	500.00
Class "A" Concrete (1,035 C.Y.)	All Required (57%)		85,500.00
Class "AA" Concrete (1,177 C.Y.)	All Required (74%)		185,000.00
40'/45' Prestressed Interior Box Beam	10 only	1,500.00	15,000.00
50'/55' Prestressed Interior Box Beam	5 only	1,600.00	8,000.00
55'/60' Prestressed Interior Box Beam	5 only	2,000.00	10,000.00
40'/45' Prestressed Exterior Box Beam	4 only	1,900.00	7,600.00
50'/55' Prestressed Exterior Box Beam	2 only	2,100.00	4,200.00
55'/60' Prestressed Exterior Box Beam	2 only	2,300.00	4,600.00
Prestressing Steel (161,000 lb.)	All Required (58%)		63,800.00
Reinforcement (339,000 lb.)	All Required (61%)		54,900.00
Two Tube Metal Rail	928 lin.ft.	15.00	13,920.00
Pedestrian Handrail	445 lin.ft.	18.00	8,010.00
Preparation of Slopes	970 sq.yd.	4.00	3,880.00
Concrete Slope Paving	970 sq.yd.	6.50	6,305.00
Berm Paving	86 sq.yd.	15.00	1,290.00
8-inch Culvert Pipe	75 lin.ft.	2.00	150.00
Membrane Waterproofing*	2,280 sq.yd.	2.50	5,700.00
Install Telephone Conduit	All Required (50%)		3,000.00
1-inch Electrical Conduit	400 lin.ft.	3.00	1,200.00
2-inch Electrical Conduit	500 lin.ft.	5.00	2,500.00
			$ 520,695.00

*Note: Experimental 1 (Category 2)

		$2,936,177.00
Railroad Protective Cost	All Required	27,000.00
	Subtotal	$2,963,177.00
	10% Engr. & Cont.	296,317.00
	Total	$3,259,494.00

Credit for Installing Telephone Conduit	All Required	(9,000.00)
Credit for Installing Gas Conduit	All Required	(4,000.00)
		$3,246,494.00

Length of 8-Lane Section - - - - - - - - 0.859 Mile
Length of 6-Lane Section - - - - - - - - 1.798 Miles
Length of Structures (2) - - - - - - - - 0.113 Mile

Total Length - - - - - - - - 2.770 Miles

Cost of 8-Lane Roadway Per Mile- - - - $2,944,123.40
Cost of 6-Lane Roadway Per Mile- - - - $1,766,324.52

Retained in Program Status

Slide Correction	All Required	$ 20,000.00
	Subtotal	$ 20,000.00
	10% Engr. & Cont.	2,000.00
	Total	$ 22,000.00

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
8-Lane Roadway	$2,529,002.00	$2,333,510.00	$195,492.00
6-Lane Roadway	3,175,851.50	2,930,358.00	245,493.50
Structures	3,246,494.00	2,995,540.00	250,954.00
Subtotal	$8,951,347.50	$8,259,408.00	$691,939.50
Retained in Program	22,000.00	20,299.00	1,701.00
Total	$8,973,347.50	$8,279,707.00	$693,640.50

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7748

Prefix: 603-1020

Utility and Railroad Work

Pacific N.W. Bell	All Required	$ 2,000.00
Clackamas Water District	All Required	125,000.00
Portland Water Works	All Required	73,500.00
Mt. Scott Water District	All Required	10,000.00
Barwell Park Water District	All Required	5,000.00
Work by Railroad Co.	All Required	5,000.00
Portland General Electric	All Required	21,000.00
		$ *241,500.00

*NOTE: Utility costs will be claimed on Oregon Project No. I-205-7(13)300. (Utility Project)

S.E. FOSTER RD.-S.E. CAUSEY AVE. SECTION

Clackamas County Service District No. 1's Share of Sanitary Sewer Work

Trench Excavation	2,928 cu.yd.	7.00	$ 20,496.00
6-inch Sanitary Sewer Pipe	161 lin.ft.	3.00	483.00
8-inch Sanitary Sewer Pipe	1,810 lin.ft.	3.00	5,430.00
10-inch Sanitary Sewer Pipe	1,315 lin.ft.	3.50	4,602.50
Class "A" Concrete in Sewer	42 cu.yd.	60.00	2,520.00
Bedding Material	194 cu.yd.	7.00	1,358.00
Concrete Manholes, 12 ft. or Less Deep	5 only	600.00	3,000.00
Concrete Manholes, over 12 ft. Deep	1 only	800.00	800.00
Drop Manholes	3 only	2,200.00	6,600.00
			$ 45,289.50

S. E. FOSTER ROAD-S. E. CAUSEY AVENUE SECTION

EAST PORTLAND FREEWAY IN MULTNOMAH AND CLACKAMAS COUNTIES

Nonparticipating - State Work

General Excavation	800 cu.yd.	0.55	$ 440.00
Trench Excavation	800 cu.yd.	7.00	5,600.00
Watering	50 M-gal.	5.00	250.00
1" - 0 Aggregate Base	1,350 ton	4.50	6,075.00
Class "B" Asphalt Concrete Mixture	2,600 ton	8.00	20,800.00
Asphalt Cement in Mixture	170 ton	32.00	5,440.00
12-inch Culvert Pipe	200 lin.ft.	4.00	800.00
8-inch Storm Sewer Pipe	280 lin.ft.	3.00	840.00
12-inch Storm Sewer Pipe	50 lin.ft.	5.00	250.00
18-inch Storm Sewer Pipe	450 lin.ft.	6.50	2,925.00
24-inch Storm Sewer Pipe	800 lin.ft.	9.00	7,200.00
Extra for Pipe Under Pavement	110 lin.ft.	8.00	880.00
Concrete Manholes, 12 Feet or Less Deep	5 only	600.00	3,000.00
Concrete Inlets, Type "P"	6 only	150.00	900.00
Concrete Inlets, Type "G-1"	3 only	150.00	450.00
Concrete Inlets, Type "G-2"	1 only	250.00	250.00
Concrete Walks	370 sq.yd.	6.50	2,405.00
Concrete Driveways	145 sq.yd.	11.00	1,595.00
Concrete Curbs	50 cu.yd.	75.00	3,750.00
			$ 63,850.00
State's Responsibility for Damages	All Required		1,000.00
			$ 64,850.00

7748

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OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

July 16, 1973

Mr. F. H. Whitfield
Clackamas Water District
P.O. Box 67
Clackamas, OR 97015

Water Service Adjustment
SE Foster-SE Causey Sec.
East Portland Freeway
Multnomah & Clackamas Counties
Project No. I-205-7(13)200

Dear Mr. Whitfield:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of June 27, 1973, have been approved by the State, and by a copy of this letter which is forwarded to the FHWA for concurrence. This will confirm our verbal authorization to proceed with the work as of June 25, 1973.

Reimbursement for the work performed on and subsequent to June 25, 1973, in the amount of $75, will be made in accordance with Paragraph 7h (3) of PPM 30-4 upon receipt of your final billing.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

Jack M. Cartwright
Utility Office Engineer

JMC:jly

bc: G. L. Green w/att(2)
H. S. Coulter
R. N. Chase w/att.
V. L. Gallagher "
V. E. Skoog "
R. N. Bothman " (2)
Ed Holland "
D. R. Adams "
Jack Hesla "

NOTED
H.S.COULTER

RECEIVED
JUL 16 1973
Office of
Assistant State Highway Engineer

7748

5

June 29, 1973

Mr. Robert C. Wall
Reiter, Wall & Bricker, P.C.
Attorneys at Law
1200 Wilcox Building
Portland, OR 97204

7748

Dear Mr. Wall:

S. E. Foster Road-S. E. Causey Avenue Section
East Portland Freeway
Town Concrete Pipe, Inc.

As requested by your May 9 letter, we have reviewed the penalty for the ten lengths of 66-inch culvert pipe supplied by Town Concrete Pipe, Inc., on the subject project.

It appears from our findings that the penalty can be reduced. I am asking our field people to contact the prime contractor for this project, Granite Construction Company, looking toward a reasonable settlement.

Very truly yours,

H. S. Coulter
Assistant State Highway Engineer

HSC:ia

bc F. B. Klaboe
A. E. Johnson
C. T. Keasey
R. N. Bothman -- The $1,320 penalty may have some merit.

CARLTON R. REITER
ROBERT C. WALL
MONTE BRICKER
ZIG I. ZAKOVICS
DOUGLAS S. QUERIN
RICHARD A. UFFELMAN

REITER, WALL, BRICKER & ZAKOVICS, P.C.
ATTORNEYS AT LAW
1200 WILCOX BUILDING
PORTLAND, OREGON 97204
TELEPHONE 226-1151 (AC 503)

IN REPLY PLEASE REFER TO FILE NO.

June 27, 1973

Mr. Scott Coulter
Assistant State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Re: Town Concrete Pipe, Inc. -
Foster - Causey

Dear Mr. Coulter:

I call your attention to my letter of May 9, 1973, a copy of which I have attached. To my knowledge, we have not received a response to our inquiry and would appreciate knowing whether reconsideration may be given in this matter.

Very truly yours,

REITER, WALL, BRICKER & ZAKOVICS P.C.

Robert C. Wall

RCW:yf

enc.

cc: Mr. Raymond Town, Jr.
P.O. Box 11204
Portland, Oregon

RECEIVED
JUN 28 1973
Office of
Assistant State Highway Engineer

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 26, 1973

SUBJECT: Penalty on 66-inch Class 5 Concrete Culvert Pipe Supplied by Town Concrete Pipe, Inc.
S.E. Foster Rd.-S.E. Causey Ave. Section
Contract No. 7748

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

You asked for a reply to Attorney Robert C. Wall's May 9, 1973 letter about the possible $3,976.50 penalty for non-specification 66-inch concrete pipe supplied by Town Concrete Pipe, Inc. Mr. Wall seeks some significantly lesser amount of penalty for his client.

The Resident Engineer gave the contractor a proposed documentary price agreement dated October 25, 1972 for a total penalty amount of $3,976.50 for the two runs totaling 723 feet in length that included the non-spec pipe pieces. The supplier will not sign the price agreement. All payment has been withheld on the 120 feet of non-specification pipe worth $6,000 installed at bid price. These statistics may help put the problem in perspective:

1. Total 66-inch pipe, all classes 2,231 Lin. Ft.
2. Total 66-inch pipe, Class 5 1,215 Lin. Ft.
3. Percentage failed, all classes (120÷2231) 5.3 percent
4. Percentage failed, class 5 only (120÷1215) 9.9 percent
5. All Class 5 pipe under the railroad was OK.
6. Sum of the penalty runs 723 Lin. Ft. per P.A.
7. Unit price difference between Class 4 and 5 $5.50 per Lin. Ft.
8. Bid Item 39, 66-inch pipe bid price (2,490') $50.00 per Lin. Ft.
9. Actual fill height on Class 5 pipe less than 15 feet

The AASHO quality requirements for 66-inch Class 4 and 5 concrete pipe using Wall "C" design is as follows: (From pages 295 and 297, 10th ed.)

Pipe Class	Wall Thick.	Circular Rebar Inner	Circular Rebar Outer	Elliptical Rebar	Concrete Strength
4	7-1/4"	0.51#	0.39#	0.57#	4,000 PSI
5	7-1/4"	0.84#	0.63#	0.93#	6,000 PSI

Laboratory reports of compressive strength on the twelve-foot pieces of pipe that failed averaged 5,670 PSI. Five daily samples failed. Two 66-inch by 12-foot pieces were formed on each of those days, so each test represents two pieces of pipe or 24 feet.

The cost difference of Class 4 and Class 5 pipe ranges from $5.50 to $6.00 per lineal foot. We considered the following alternative penalties (in addition to the $3,976.50 value).

1. A penalty amount may be computed by regarding the non-spec pipe only as Class 4. Then:

120 Lin. Ft. x $5.50 = $660, possible penalty (not recommended).

2. We may assume the 723 feet length that includes all the non-spec pipe is no better than the average compressive strength of the failed pieces, but is better than Class 4 and proportion the penalty.

$$\frac{(6,000-5,617\ \text{PSI})}{(6,000-4,000\ \text{PSI})} \times \$5.50 \times 723\ \text{Lin. Ft.} = \$960\ \text{possible penalty}$$

3. Assume the actual shorter runs of culvert that have failing sections in them as no better than a Class 4 installation.

Location (Rt. of E)	Distance	In run Failing Pieces	Length Failing
"L" Sta. 518+00 - 519+00 eq. 519+00 = sewer 0+00	94 ft.	2	24 ft.
Sewer 0+00 to 1+34	134 ft.	4	48 ft.
Sewer 2+48 to 3+23	75 ft.	3	36 ft.
Sewer 6+98 to 7+10	12 ft.	1	12 ft.
	315 ft.	10	120 ft.

315 x $5.50 = $1,732.50 possible penalty.

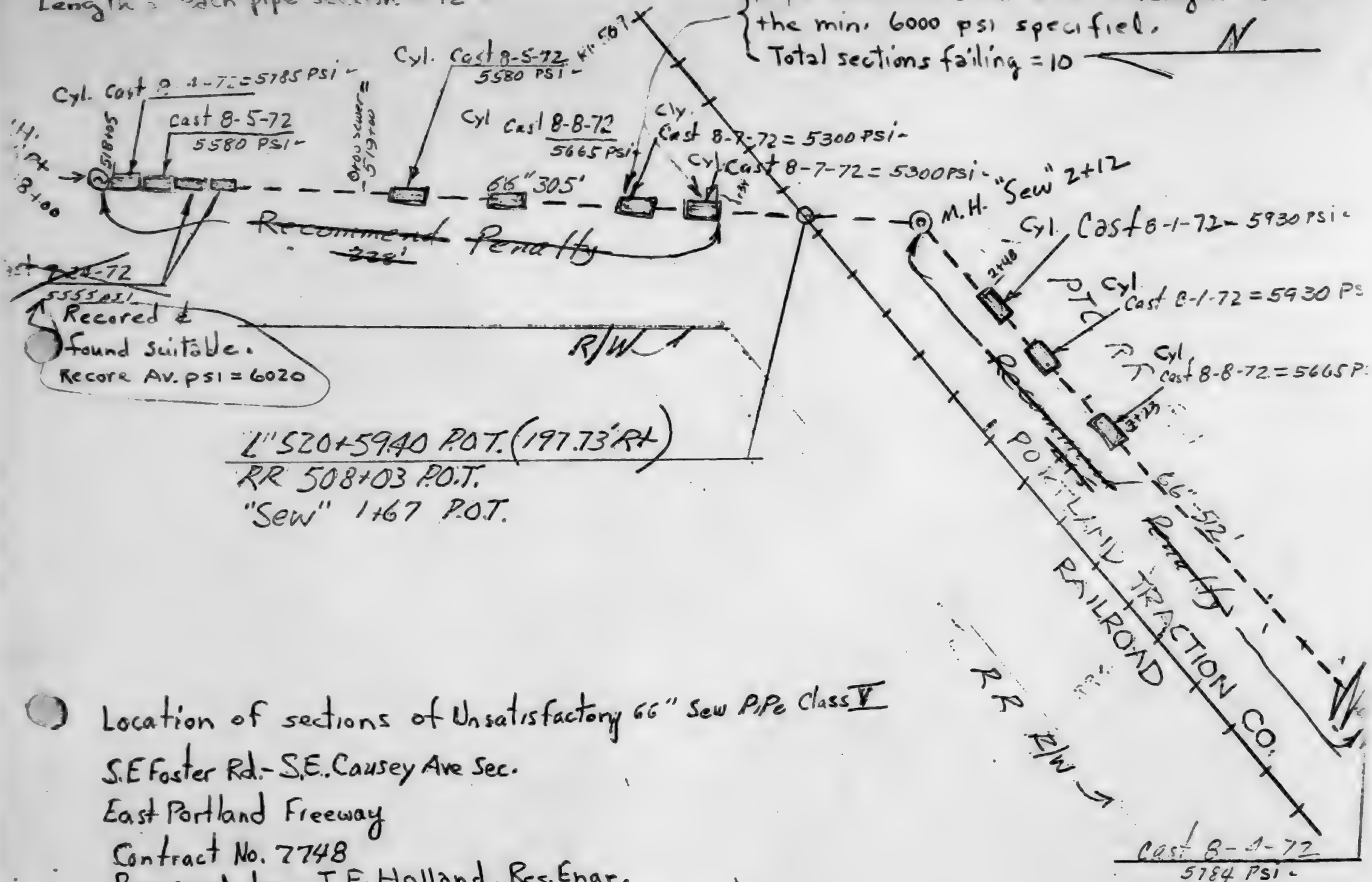
4. Average the three alternatives above:
($660 + 960 + 1,732) ÷ 3 = $1,117, say $1,120 average possible penalty

We believe the penalty should be severe enough to clearly encourage full compliance with specifications. Simply moving down one class only on the failing pieces is not enough incentive. We recommend a multiple of two on Alternate No. 1, or $1,320 as a proper penalty in this case. The cost of removing the 120 feet and replacing it would be far more. This is 22 percent of the unit bid price on the 120 feet of non-specification pipe. A draft letter to Mr. Wall for settlement in this amount is attached.

JAB/ELJ:fw
Attach.

Length of each pipe section = 12'

Pipe sections with conc. strength less th-
the min. 6000 psi specified.
Total sections failing = 10



Location of sections of Unsatisfactory 66" Sew Pipe Class V
S.E Foster Rd.- S.E. Causey Ave Sec.
East Portland Freeway
Contract No. 7748
Prepared by J.E. Holland, Res. Engr.

Total penalty length ~~125~~ (10 sections)
10 × 12' = 120 lin. ft.

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 24, 1973

SUBJECT: S. E. Foster Rd.-S. E. Causey Ave.
66" Class 5 Pipe

To: Mr. Scott Coulter
Assistant Highway Engineer
O F F I C E

Refer to May 9, 1973 letter from Mr. Robert Wall on behalf of Town Concrete Pipe and your request of May 11, 1973.

Mr. Wall refers to core test results of 2808 psi as being only slightly less than Class 5 requirements. We do not understand this. We have results on one set of cores tested for compressive strength that average 5585 psi when 6000 psi is required. The other set of cores averaged 6020 psi.

Examination of profile sheets 4A, 5A and 5C indicates manhole heights of up to 17 feet at Sta. 514+75, where Class 3 pipe is specified, but between Sta. 518 and "SEW" 7 + 25 fill heights are between 12 and 13 ft and Class 5 pipe is specified. This also we do not understand. Of course, Class 5 having been specified, this should have been furnished.

Concrete cylinders were cast for every 2 pieces of 66 inch Class 5 pipe made for this project. Cylinders representing 14 pieces failed but strength of cores representing 2 pieces were satisfactory, leaving the 12 failing pieces referred to.

Also, core samples indicated improper placement of reinforcement but the pipe passed the three edge bearing test, which is basis for acceptance.

We can see no justification for condemning the entire run of 700 feet because of the low strength of 144 feet. Neither can we find a similar case where this has been done in the past.

RECEIVED
MAY 25 1973
Office of
Assistant State Highway Engineer

SP*52475-734

S. E. Foster Rd.-S. E. Causey
East Portland Fwy.

Prefix: 603-1020
Contract 7748

66-inch Class 5 Conc. Pipe Lab Reports

Low Concrete Cylinders Lab Number		28 Day Str. Ave psi	Core Strength Ave psi	Lab Number
72-11260-2	2 pcs pipe	5555	6020(accepted)	72-16000
72-12885-7	2 pcs pipe	5930	5585	72-17956
72-8153-5	2 pcs pipe	5905		
72-13360-2	2 pcs pipe	5785		
72-13651-3	2 pcs pipe	5580		
72-13654-7	2 pcs pipe	5445		
72-14144-7	2 pcs pipe	5620		

72-6747-50	Cores showed misplaced steel.
72-12030	3 Edge Bearing Test on 72-6747-50 passed.
72-8664	Cores showed steel OK.

37 sets of cylinders representing 74 pieces of pipe exceeded 6000 psi.

JOHN C. JENKINS
Engineer of Materials & Research

JCJ:eb

cc: R. N. Bothman
J. E. Holland

CARLTON R. REITER
ROBERT C. WALL
MONTE BRICKER
ROGER A. NELSON
ZIG I. ZAKOVICS
DOUGLAS S. QUERIN

REITER, WALL & BRICKER, P. C.
ATTORNEYS AT LAW
1200 WILCOX BUILDING
PORTLAND, OREGON 97204
TELEPHONE 226-1151 (AC 503)

IN REPLY PLEASE REFER TO FILE NO.

May 9, 1973

Mr. Scott Coulter
Assistant State Highway Engineer
Oregon State Highway Commission
Salem, Oregon

Re: Town Concrete Pipe, Inc. -
Foster - Causey

Dear Mr. Coulter:

I appreciated your taking the time to review the Town Concrete Pipe matter last Wednesday in Salem. As I related at that time, while Town Concrete is willing to accept a penalty, we felt the measure applied was unreasonable under the circumstances. As I understand the State's position, they would prefer to reclassify the entire 700 feet to No. 4 specifications which would result in a net penalty of $3,900.00 to the Town company. As you know, the core test of the material used in the 12 lengths found to be less than Class 5 tested 2808 psi which was only slightly less than Class 5 requirements.

We feel it would be more equitable to either reclassify the entire 700 feet at 2808 psi (although it falls between classes) or reclassify the 12 joints as No. 4. It would seem that whatever penalties are assessed, they should bear some reasonable relationship to the probability of future failure. We know of nothing from the anticipated loading that would lead us to believe that 2808 psi would not be adequate under the circumstances.

We request that a reconsideration of the State's position be made in order to avoid an inequitable result to the Town Company where the material in question substantially measures up to the class anticipated. I would appreciate knowing the Highway Commission's position regarding a reconsideration at your earliest convenience.

Very truly yours,

REITER, WALL & BRICKER P.C.

Robert C. Wall

RCW:yf

cc: Mr. Raymond Town

RECEIVED
MAY 10 1973
Office of
Assistant State Highway Engineer

7748 6-19-73 5

Noted
GEORGE M. BALDWIN

David E. Peterson
8737 S.E. 91st
Portland, Oregon 97266
June 19, 1973

RECEIVED
JUN 29 1973
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Oregon State Highway Division
5821 N.E. Glisan
Portland, Oregon 97213

#7748

Attention: R.N. Bothman

Dear Mr. Bothman:

Subject: Motorcycles In I-205 Construction Area

This note will serve to answer yours of June 14. I regret that we have been unable to make contact, but it is certainly not from mutual lack of effort.

My main purpose in trying to return your call was to express appreciation for the concern shown by your division and also by the State Police. I, and all of us in the area, wish to thank you. It is very easy for me to complain but I want to make sure I am heard for a compliment too.

I don't know how you people have done it, but the motorcycle activity has decreased dramatically in the last two to three weeks. I am sure that the State Police are mostly responsible, but I am also sure that it took a good deal of cooperation by all departments.

Please accept our thanks for your past and continued efforts on our behalf.

Yours very truly,

David E. Peterson

cc: Capt. W.C. Flippo
Milwaukie Office
Oregon State Police
Senator George Eivers
12345 Stanley Avenue
Milwaukie, Oregon 97222
A.E. Johnson, State Highway Engineer
Oregon State Highway Division
Salem, Oregon 97310
M.L. Acheson, Traffic Division
Oregon State Police
Salem, Oregon 97310

NOTED
F. B. KLABOE

NOTED
A. E. JOHNSON

RECEIVED
JUN 20 1973
OREGON
STATE HIGHWAY COMMISSION

cy- Baldwin
Klaboe

7748

5

June 18, 1973

Mr. Guy Kachel
Project Manager
Granite Construction Company
P. O. Box 699
Watsonville, CA 95076

Dear Mr. Kachel:

Contract #7748
SE Foster - SE Causey Section
East Portland Freeway

I'm pleased to learn that your contract for the SE Foster Road - SE Causey Avenue Section is progressing satisfactorily.

Mr. Bothman, Metropolitan Engineer, has responded to your letter of May 25 indicating that the liquidated damages will continue until such time as the provisions of the contract relating to the construction of the 92nd Avenue fill are completed.

The State Highway Division will give consideration to relief from the liquidated damages upon justification on your part which tie the conflicts listed in your letter of May 25 to the actual delays in the 92nd Avenue fill construction.

Sincerely yours,

H. S. Coulter
Assistant State Highway Engineer

RNB:rr kmb

bc: F. B. Klaboe
A. E. Johnson w/attachments
R. N. Bothman
C. T. Keasey

FORM E-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

Draft. dlc

cy Hahlbeck
Johnson
Buthman
Kasamy

DATE June 14, 1973

TO H. S. COULTER
Assistant State Highway Engineer

FROM R. N. BOTHMAN
Metropolitan Engineer

SUBJECT Contract #7748
SE Foster - SE Causey Section
East Portland Freeway

Herewith suggested draft together with my reply to Granite Construction Co. resulting from their letter directed to me May 25, 1973.

Although I recognize that conflicts were involved with Contract #7748, I feel that we should continue with the liquidated damages until such time as the 92nd Ave. embankment is completed. I have asked for substantiation to tie the conflicts to the delays. However, I have failed to receive what I feel is justification for the delays which occurred during the winter of 1972-73.

I propose to continue the charging of liquidated damages until the embankment for the 92nd Ave. fill is such that the structure contractor can proceed with the structure work.

Attached is a draft for your consideration.

rr

w/attachment

RECEIVED
JUN 15 1973
Office of
Assistant State Highway Engineer

OREGON STATE
HIGHWAY DIVISION
METROPOLITAN SECTION
5821 N. E. GLISAN STREET PORTLAND, OREGON 97213 PHONE:229-6971

June 14, 1973

GUY KACHEL
Project Manager
Granite Construction Company
P. O. Box 699
Watsonville, California 95076

CONTRACT #7748
SE Foster - SE Causey Section
East Portland Freeway

In response to your telephone call in mid-May, I did review the grading on Contract #7748 with Jim Clark. It was my opinion that it would be inappropriate to treat the subgrade at that time due to the presence of standing water and the subdrains to be installed. The material which had been removed and aeriated appeared suitable indicating that the problem was the moisture as opposed to the material. At that time I recommended to Jim Clark that adequate drainage be developed to drain the project specifically in the vicinity of Lester Avenue. My opinion is that proper drainage on this project is essential in order that the earth work can be accomplished.

Relative to our meeting held May 9 and your letter directed to me of May 25, I do appreciate the spirit of cooperation which is developing on this project and will assist wherever possible to facilitate its completion. Attached is a Memo to the File written by Al Harwood. Contrary to your letter, the representatives of the Highway Division are not in agreement that the conditions listed substantiate delay of the project.

I am concerned that the 92nd Ave. embankment be completed expeditiously and as soon as possible in order that the contractor for that structure will have access to proceed with the construction of the structure at his discretion. The provisions of Contract #7748 provide that this fill was to be completed in 1972 and it is my opinion that liquidated damages should continue until such time as the contract is fullfilled, that being the fill is completed to the extent that the structure can be constructed.

Since our meeting, I feel that the progress on the 92nd Ave. fill is progressing satisfactorily and at the same time allowing the structure contractor to proceed with his work. The coordination has improved substantially between the two firms.

R. N. BOTHMAN
Metropolitan Engineer

RNB:rr
w/attachments

HEAVY ENGINEERING-
HIGHWAY DEPARTMENT
SAN JUAN STREET EXTENSION
POST OFFICE BOX 699
AREA CODE 408 722-3716

RECEIVED
STATE HWY ENGR
JUN 1 '73
REFER TO
Coulter - reply
FOR
Info | Insp | RID | CIR | | | File

GRANITE CONSTRUCTION COMPANY

ENGINEERING CONTRACTORS

WATSONVILLE, CALIFORNIA 95076

May 30, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Reference: SE Foster Rd. - SE Causey Avenue Section
I 205, Contract No. 7748

Attention: Mr. F. B. Klaboe, Highway Engineer

Gentlemen:

In accordance with your letter of April 3, 1972, we have met with your field personnel and District personnel in an attempt to resolve certain items on the above project.

The enclosed letter is a summation of a meeting held at the District Office on May 9, 1972. We have again requested relief from liquidated damages now being levied for the 92nd Ave. embankments.

Very truly yours,

Guy Kachel

GUY KACHEL
Project Manager

GK:me

CC: Mr. Richard H. Roberts
Mr. Jim Clarke

HEAVY ENGINEERING-
HIGHWAY DEPARTMENT
SAN JUAN STREET EXTENSION
POST OFFICE BOX 699
AREA CODE 408 722-3714

GRANITE CONSTRUCTION COMPANY

ENGINEERING CONTRACTORS
WATSONVILLE, CALIFORNIA 95076

May 25, 1973

RE: East Portland Freeway, SE Foster Road - SE Causey Avenue
Meeting of May 9, 1973; 92nd Avenue Embankments

Oregon State Highway Division
5821 NE Glisan Street
Portland, Oregon

Attention: R. N. Bothman, Metropolitan Engineer

Gentlemen:

In view of the better understanding and spirit of cooperation evidenced at our joint meeting, we would like to restate our position regarding the completion of the 92nd Avenue embankments and our plans for completion of the contract.

Lord Bros.' construction activities on the 92nd Avenue structures have prevented us from proceeding with the placement of any additional embankments in the immediate vicinity of the structures. However because Lord Bros. is planning to complete the southbound structure before starting the northbound, it was agreed that there was no urgent need for the northbound embankment to be completed before August, and therefore if Lord Bros. wished to continue with the columns on the northbound lane, they should do so at once. It was felt that some field coordination between Lord Bros., the State, and ourselves could be arranged so that all work could proceed in a timely and orderly manner.

It was also agreed that Lord Bros.' activities and their needs for access and working room would interfere with the placement of embankment to subgrade adjacent to the southbound abutments until the work on that structure was completed, probably in August.

The traffic problems around this area were also covered with all parties agreeing to strive for safer conditions. The acquisition of additional right-of-way by the State on the east side of the structure and the raising of the telephone wires has moved the haul road further from the structure and has helped the congestion somewhat. It was noted that we had requested something be done along these lines at the pre-job conference.

The reasons for delay in completion of the 92nd Avenue embankments by the date specified in the Special Provisions were also discussed, and we felt all parties were in agreement that the following conditions or events delayed the work, either directly or indirectly:

1. Failure of the State to provide job right-of-way on the specified dates in areas the contractor felt were critical to his schedule;

2. Failure of the State, on a timely basis, to complete utility adjustments along 92nd Avenue;

3. The contractor's desire to perform the work in the order set forth in his original schedule;

4. The excess moisture in the excavated material;

5. The contractor's feeling that he could not afford to process the wet materials in a limited area;

6. The contractor's belief that a time extension was automatically forthcoming to cover the right-of-way and utility delays;

7. A breakdown in communications between the State and the contractor regarding the absolute urgency on the State's part to start work on the 92nd Avenue structures; and

8. Heavy rains in September curtailed earthmoving operations and prevented completion of the embankments after the urgency of the situation was established.

A discussion was also held regarding the schedule of work for the coming season. We stated that it was our intention to finish the entire project this season, and it was agreed that our ability to do so would generally be governed by the amount of "earth processing" weather available this season. We feel that our structures will be completed this year through the use of additional labor, equipment and materials, thereby permitting the construction of two or three bridges at the same time.

The possibility of a labor strike was quietly mentioned.

We request, as a result of our discussions and agreements as explained above, that a change order or time extension be written immediately to re-schedule the completion of the 92nd Avenue embankments on a date agreeable to the State and convenient to the operations of both contractors. We feel it is unreasonable for the State to continue withholding liquidated damages and request the withholding to be stopped and that previously withheld funds be released.

Very truly yours,

Guy Kachel
Project Manager

GK:sf

7748

June 8, 1973

Black, Kendall, Tremaine, Boothe & Higgins
3100 First National Bank Tower
Portland, Oregon 97201

Gentlemen:

As requested in your letter of June 6, we are enclosing a copy of Contract No. 7748 awarded to Granite Construction Company for work on the S. E. Foster Road-S. E. Causey Avenue Section of the East Portland Freeway in Multnomah and Clackamas Counties.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks
Enclosure

7748

LAW OFFICES
BLACK, KENDALL, TREMAINE, BOOTHE & HIGGINS
3100 FIRST NATIONAL BANK TOWER
PORTLAND, OREGON 97201

GEORGE BLACK, JR.
JOHN W. KENDALL
H. STEWART TREMAINE
FERRIS F. BOOTHE
JOHN J. HIGGINS
MILTON C. LANKTON
DAVID J. KRIEGER
MICHAEL H. SCHMEER
ROBERT J. MILLER
STUART A. HALL
FRED B. MILLER
TERRY DeSYLVIA
JOHN M. WIGHT
DOUGLAS G. BECKMAN

June 6, 1973

TELEPHONE
221-0550

SUBJECT: Granite Construction Company - S.E. Foster to S.E. Causey Section of East Portland Freeway (commonly known as I-205)

Mr. E. A. Pease
Construction Office Engineer
Oregon State Highway Building
Salem, Oregon 97310

Dear Mr. Pease:

This office represents Barwell Park Water District.

Water has been taken from the Barwell Park Water District and used by Granite Construction Company in connection with its work on the section of the I-205 Freeway listed above. Barwell Park Water District has not been paid for this water and it appears that it may be necessary to file a claim against the bond.

I would therefore appreciate it if you would provide me with a copy of the contract and bond covering this construction.

Thank you very much.

Very truly yours,

BLACK, KENDALL, TREMAINE, BOOTHE & HIGGINS

Michael H. Schmeer

MHS:m
cc: Mr. M. H. Paulsen
Mr. Jack Hesla

NOTED
C. W. HEAD

Routing
Keasey
Bond
Jackmond
Hardt
Johnson
Walker
Pease
Glenn
Berg

RECEIVED
JUN 7 1973
CONSTRUCTION SECTION

7748

5

FORM E-90 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 30, 1973

SUBJECT:

To: MEMO TO THE FILE

NOTED
F. B. KLABOE

7-748

Yesterday I discussed with Rep. Glen Whallon at some length the complaint registered by Mrs. J. M. Farlow of Lawn Acres Mobile Home Park, which is the subject of the attached letter written March 14 to Rep. Ed Lindquist. A copy of this letter was handed to me by Rep. Whallon May 2nd, with the request that I determine to what extent the state was involved. Shortly thereafter I discussed this with Scott Coulter who checked it out through the Metro office and handed me a considerable file on the matter on May 15.

Rep. Whallon had made some inquiry on his own in the meantime and had pretty well satisfied himself that the Farlow's problem would have to be resolved with Clackamas County. I confirmed this thinking in my discussion with him, although I did advise him of our agreement with the county to fund the construction of the drainage ditch in the old Phillips Creek channel and why it is being placed in that location rather than going down the easterly side of 82nd Avenue. At my suggestion he read the report from Resident Bridge Engineer Howard to Mr. Coulter dated May 11.

He did have one or two questions concerning the specific location of the proposed sewer line and parallel drainage ditch, involving severance of a corner of the Farlow's property, and why the county was only asking for a construction easement instead of taking title to the property, and agreed that these were questions that could only be answered by Clackamas County. He indicated that he would talk further with John McIntyre, County Public Works Director, and seemed satisfied that the state was not responsible for the Farlow's problems.

R. B. Sipprell
Liaison Engineer

RECEIVED
STATE HWY ENGR
MAY 31 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

RBS:ob
cc - F. B. Klaboe
A. E. Johnson
H. S. Coulter
E. S. Hunter
R. N. Bothman

MAR 19 RECD

LAWN ACRES MOBILE HOME PARK

11421 S.E. 82nd Avenue Portland, Oregon 97266

March 14, 1973

Dear Mr. Linquist;

We have been informed you are one of the Represenitives in our area.

The problem in our area conforms to several issues raised in the legislature at this time. We would like to inform you just what is happening to the property owners in our area. It is the Phillips drainage area.

At the time we bought our property, we first went to the County to find out about this drainage ditch. They informed us that when sewers were installed, that this drainage problem would be about 90% improved. At this point, we worked 3½years improving with land fill, tore brush and berry vines out, and also tree removal. We made a definite creek bed at the back of our property, which could have been easily tiled when the water flow receded with the construction of the sewers.

Now the State Highway Department and the County Service District want to open up a storm drainage ditch 40 feet wide by 10 feet deep through the center of our improved property, trapping dead land on the other side. This is happening to several of the property owners on this preposed drainage ditch. This ditch would be the run offfrom all undeveloped land from 82nd. up the hills to the East. The State Highway Department also would use this for the new 205 freeway storm drains.

This ditch will be larger than Johson Creek, which has been a problem spot for years. They will be placing the responsibility on the property owners to pay taxes on it and to maintain it because it will be on private property. There will be no fences constructed to protect us from responsibility of any form of accident which could occur.

We have talked to both State and County Officials about this situation and they agree that it is a very poor solution to the drainage in this area, but it is the cheapes route to go.

All the property owners in this area are discusted with this line of thought and also because they can not guarantee that in years to come that this ditch will not flood over and take more of the land. Several peices of property are in the process of being condemned at this time, including ours.

This situation is so unreal and inconceivable in our modern times. How are the State and County justified in having open storm drains on private property?

With all the discussions at the legislature at this time about resourcefullness of land conservation and proper land zoning, we feel this is a problem that could use some better judgment than is being used now. There must be a better solution than something like this in a area that has so much potential in the future for development.

Please help us if at all possible.

Thank you.

Sincerely,
Lawn Acres Mobile Home Park

Rec'd 5/2 from Rep. Clay Wheeler

Grave copy to Coulter
to check out w/Region

Mrs J M Farlow

HEAVY ENGINEERING-
HIGHWAY DEPARTMENT
SAN JUAN STREET EXTENSION
POST OFFICE BOX 699
AREA CODE 408 722-8716

RECEIVED
STATE HWY ENGR
JUN 1 '73
DEFER TO
FOR

GRANITE CONSTRUCTION COMPANY

ENGINEERING CONTRACTORS

WATSONVILLE, CALIFORNIA 95076

7748

May 30, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Reference: SE Foster Rd. - SE Causey Avenue Section
I 205, Contract No. 7748

Attention: Mr. F. B. Klaboe, Highway Engineer

Gentlemen:

In accordance with your letter of April 3, 1972, we have met with your field personnel and District personnel in an attempt to resolve certain items on the above project.

The enclosed letter is a summation of a meeting held at the District Office on May 9, 1972. We have again requested relief from liquidated damages now being levied for the 92nd Ave. embankments.

Very truly yours,

Guy Kachel

GUY KACHEL
Project Manager

GK:me

CC: Mr. Richard H. Roberts
Mr. Jim Clarke

HEAVY ENGINEERING-
HIGHWAY DEPARTMENT
SAN JUAN STREET EXTENSION
POST OFFICE BOX 699
AREA CODE 408 722-3716

GRANITE CONSTRUCTION COMPANY

ENGINEERING CONTRACTORS

WATSONVILLE, CALIFORNIA 95076

May 25, 1973

RE: East Portland Freeway, SE Foster Road - SE Causey Avenue
Meeting of May 9, 1973; 92nd Avenue Embankments

Oregon State Highway Division
5821 NE Glisan Street
Portland, Oregon

Attention: R. N. Bothman, Metropolitan Engineer

Gentlemen:

In view of the better understanding and spirit of cooperation evidenced at our joint meeting, we would like to restate our position regarding the completion of the 92nd Avenue embankments and our plans for completion of the contract.

Lord Bros.' construction activities on the 92nd Avenue structures have prevented us from proceeding with the placement of any additional embankments in the immediate vicinity of the structures. However because Lord Bros. is planning to complete the southbound structure before starting the northbound, it was agreed that there was no urgent need for the northbound embankment to be completed before August, and therefore if Lord Bros. wished to continue with the columns on the northbound lane, they should do so at once. It was felt that some field coordination between Lord Bros., the State, and ourselves could be arranged so that all work could proceed in a timely and orderly manner.

It was also agreed that Lord Bros.' activities and their needs for access and working room would interfere with the placement of embankment to subgrade adjacent to the southbound abutments until the work on that structure was completed, probably in August.

The traffic problems around this area were also covered with all parties agreeing to strive for safer conditions. The acquisition of additional right-of-way by the State on the east side of the structure and the raising of the telephone wires has moved the haul road further from the structure and has helped the congestion somewhat. It was noted that we had requested something be done along these lines at the pre-job conference.

The reasons for delay in completion of the 92nd Avenue embankments by the date specified in the Special Provisions were also discussed, and we felt all parties were in agreement that the following conditions or events delayed the work, either directly or indirectly:

1. Failure of the State to provide job right-of-way on the specified dates in areas the contractor felt were critical to his schedule;

2. Failure of the State, on a timely basis, to complete utility adjustments along 92nd Avenue;

3. The contractor's desire to perform the work in the order set forth in his original schedule;

4. The excess moisture in the excavated material;

5. The contractor's feeling that he could not afford to process the wet materials in a limited area;

6. The contractor's belief that a time extension was automatically forthcoming to cover the right-of-way and utility delays;

7. A breakdown in communications between the State and the contractor regarding the absolute urgency on the State's part to start work on the 92nd Avenue structures; and

8. Heavy rains in September curtailed earthmoving operations and prevented completion of the embankments after the urgency of the situation was established.

A discussion was also held regarding the schedule of work for the coming season. We stated that it was our intention to finish the entire project this season, and it was agreed that our ability to do so would generally be governed by the amount of "earth processing" weather available this season. We feel that our structures will be completed this year through the use of additional labor, equipment and materials, thereby permitting the construction of two or three bridges at the same time.

The possibility of a labor strike was quietly mentioned.

We request, as a result of our discussions and agreements as explained above, that a change order or time extension be written immediately to re-schedule the completion of the 92nd Avenue embankments on a date agreeable to the State and convenient to the oporations of both contractors. We feel it is unreasonable for the State to continue withholding liquidated damages and request the withholding to be stopped and that previously withheld funds be released.

Very truly yours,

Guy Kachel
Project Manager

GK:sf

5

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 30, 1973

TO ~~G. L. Green, Division Engineer~~ ~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-205-7(24)304

FROM

L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7748 Extra Work Order No. 12

Project S.E. Foster Rd. - S.E. Causey Ave.

Highway East Portland Freeway

County Multnomah & Clackamas

The order covers furnishing and installing "Street Closed", "Dead End Road" and other miscellaneous curve signs on wooden posts. These signs are necessary to replace temporary signs that have been furnished by the contractor and will be removed when his work is done. This work was not provided for in the contract.

Attached are copies of letters from the Assistant Metropolitan Engineer and the Resident Engineer.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on May 22, 1973.

Your approval as of May 22, 1973 is requested.

Attach.

JK:dgk

7748

Portland, Oregon 97213

May 17, 1973

MEMO TO THE FILSS

ALLAN C. HARWOOD
Assistant Metropolitan Engineer

Foster-Causey Section
Contract No. 7748

The following persons met May 9, 1973 to discuss the subject project:

Guy Kachel	Granite
Jim Clarke	"
Jim Stevens	"
Bob Bothman	OSHD
Ed Holland	"
John Howard	"
Bill Bergstedt	"
Allan Harwood	"

Traffic handling, particularly at 92nd crossing, and service to the public was the first topic of discussion. Recent complaints received from the public were passed on.

Several people complained they had been flagged into hauling equipment. Flagmen were not paying attention. Company equipment (pick-up) stopped was blocking traffic while driver got out and had conversation with another workman. Lack of patching of pavement cuts. My impression was that Granite was as interested in adequate flagging as the State and would attempt to maintain high level of flagging. Kachel did point out much of the problem was due to congestion which the State had invited when the structure contract was awarded with considerable hauling remaining across 92nd.

Granite indicated they would attempt to control thebblocking of traveled roadways as described in the complaint. I asked that Ed and John discuss with their people the need to keep State vehicles clear of area of congestion.

Jim Clarke indicated settlement at pavement cuts should be repaired today and we indicated an interest in keeping them patched. We look to Granite to see tnis is done irregardless of involvement of subcontractor.

cc Coulter

NOTED
H.S.COULTER

NOTED
TED INLOES

RECEIVED
MAY 23 1973
Office of
Assistant State Highway Engineer

Discussion moved into area of conflicts over working area at 92nd. Lord Bros. is occupying embankment area at the bridge end and the State is assessing Granite's liquidated damages because the embankmentsaare not complete.

I reiterated the position stated in my letter of April 16, 1973 that the majority of embankment areas is available and time will continue to be charged as long as meaningful work on 92nd Avenue embankment can proceed. Granite claims that due to wet nature of material and need to bring the entire fill up together and they are being hampered by not having complete access to all fill areas. Advised we are unwilling to stop time by writing Granite a stop order on 92nd Avenue fill and also unwilling to stop Lord's operation.

Suggested that effect of Lord Bros. operation on Granite's progress could better be analysed and would be given careful consideration when or if Granite submits a time extension request. Also with regard to the previous time extension request which was rejected, delays claimed could and should be included in any future request with any additional supporting information the contractor may be able to furnish.

Granite was advised that upon completion of Bents 2 and 3 of northbound structure plans called for Lord Bros. to discontinue work on that structure until falsework could be removed from the southbound structure. It was suggested the remaining 2 footings at Bent 3 could be left uncompleted at this time. Kachel indicated not necessary. Lord Bros. may as well continue.

I requested a schedule at least giving order Granite plans on pursuing work so conflict with Lord could be minimized.

Also discussed was the extent to which the 92nd Avenue embankments would have to be completed. If embankments are completed back 100 feet from end bent plus area to lay cables out with access to the bridge, time could probably be stopped. Granite pointed out if fills were complete acces to the structure would be very difficult.

Ed Holland expressed concern that many pieces of work were being left not quite completed. He requested these items be finished up now while weather was hampering other work and not left for the end of the job. Clarke replied. they did not want to clean up an item now then have someone else look at it and decide more was needed or have it get torn up. He wanted to do the clean up once only. Granite indicated they would review this phase.

pb

cc: Ed Holland
John Howard
C. T. Keasey
Granite Construction

7748

May 15, 1973

Mr. D. E. Peterson
8737 S. E. 91st Avenue
Portland, OR 97266

bc Cecil Head
F. B. Klaboe
H. S. Coulter (enc.)
R. N. Bothman " - Report.
C. T. Keasey "

#7748

Dear Mr. Peterson:

This will acknowledge your May 9 letter concerning the problem of operation of motorcycles in your area on the portion of I-205 under construction.

I have discussed this problem with our personnel in the Milwaukie office and from their description, I realize it is very difficult for the police agencies to apprehend the motorcycle operators.

I am sending a copy of your letter to Mr. Robert Bothman, Metropolitan Engineer, under whose supervision the project is being constructed, and asking him to investigate any feasible possibility of eliminating access to the project when construction is shut down. I am also asking Mr. Bothman to contact you personally and discuss this problem with you.

Very truly yours,

A. E. Johnson
Deputy State Highway Engineer

AEJ:ja

cc Mr. Holly V. Holcomb
Superintendent
Department of State Police

Senator Richard Groener
Senator George Eivers
Clackamas County Sheriff
Southgate Community Council

RECEIVED
STATE HWY ENGR
MAY 10 '73
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

REFERRED TO
F.B. Klobe

D.E. Peterson
8737 S.E. 91st Avenue
Portland, Oregon 97266
May 9, 1973

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Gentlemen:

Subject: Interstate 205 Construction Area Motorcycle Noise

Reference: 1. Memo: Southgate Community Council to State Highway Commission (attached).
2. Memo: Tom Edwards (State Highway Commission) to Southgate Community Council October 11, 1972 (attached).

Our problem of motorcycle noise and associated dirt continues without any sign of relief in spite of any alleged steps taken by your office of office of State Police. We are aware of the difficulty of abating this nuisance but I, for one, am unaware of any concrete steps taken in this direction.

I have, among other neighbors, pursued Tom Edward's recommendations (letter attached) with diligence. It is fruitless. Captain Flippo, his leiutenants, and the others in that office are, for the most part, sympathetic but unable to cause any significant reduction in the problem.

I and other neighbors have also talked many times directly to the offenders (when I can catch them) about our problem, politely and conscientiously. They are generally good young people but they do not hear. Last evening the noise went on from construction shut down till 9:00 P.M. - a common occurrence. On weekends, it goes on most of the day.

I am sure that some citations issued would have an impact on the problem and I seriously doubt that this has occurred. Violations include:

1. No lights.
2. No helmets.
3. No drivers license.
4. No mufflers.
5. Speeding.
6. Tresspassing (tresspass signs have been knocked down twice that I know of).
7. Creating a nuisance.

Oregon State Highway Commission May 9, 1973

I fully accept the freeway as a necessary evil, but I do not accept this problem as an extention of this evil. I am not so naive as to expect any miracle but I would expect that our combined law enforcement agencies (City, County, and State - all of whom I have communicated with) could do something in support of the residents of this area.

May we hear from you?

Very sincerely,

Dave E Peterson

DEP/bk

Att.

cc: State Police - Salem, Oregon
Clackamas City Sheriff - Oregon City, Oregon
Southgate Community Council - Milwaukie, Oregon
Harold Juedes, Secretary
Joe Monaco, Chairman
State Senators - Salem, Oregon
Groener
Eivers

7748

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

DATE May 10, 1973

TO MEMO TO THE FILE

FROM R. N. BOTHMAN
Metropolitan Engineer

SUBJECT Drainage problem - SE King Road

Met with the attached list of individuals relative to the S.E. King Road drainage problems. Covered the basic points outlined in the reports prepared by Richard Lenz and Fred Yarbrough.

The conclusion of these reports being that the freeway construction to date has not adversely affected the drainage in the area involved. However, it was pointed out to the two contractors involved as well as the County Health Department and Clackamas Water District that the property owners were looking for some financial relief for their drainage problem as well as a solution.

I advised all concerned to establish as much information relative to the existing conditions and their activities as possible in order that those facts could be reestablished at such time as litigation might develop.

rr
w/attachment
cc: H. S. Coulter
C. T. Keasey

RECEIVED
MAY 14 1973
Office of
Assistant State Highway Engineer

R. M. Bollinger	OSHD	
Dick Fleming	O.S.H.D	777-4108
Fred Whitfield	Clackamas Water Dist	612-0668
Bill Bergstedt	O.S.H.D.	
Mark Gerber	Gordon H. Ball	659-8255
Robert Whitmore	Clackamas County Health Dept	655-?
Jim Clarke	Granite Const. Co.	775-1579

King Rd Drainage Meeting

5/10/73

METROPOLITAN SECTION 5821 N. E. GLISAN PORTLAND, OREGON

April 26, 1973

Mr. and Mrs. Nelson D. Brown
8543 S. E. King Road
Portland, Oregon

DRAINAGE PROBLEM - SE KING ROAD

Reports have been completed investigating both the surface water and ground water conditions in the vicinity of King Road west of I-205.

Both conclusions are that the freeway construction has improved the drainage in the vicinity and that upon completion of the freeway project, a considerable improvement should result due to the freeway collecting both ground and surface water and diverting that water to the south. However, it should also be pointed out that the geological formations involved will lead to future drainage problems in the area, and those formations are the cause for the conditions which existed this past winter.

I would appreciate it if you would inform the other persons who signed the petition earlier on the fnformation contained in these two reports.

ORIGINAL SIGNED BY R.N. BOTHMAN

R. N. BOTHMAN
Metropolitan Engineer

RNB:cw
Attachments

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

17d6 — 7748 — Portland, Oregon

NOTED
H. S. COULTER

DATE April 26, 1973

TO H. S. COULTER
Assistant State Highway Engineer

FROM R. N. BOTHMAN
Metropolitan Engineer

SUBJECT Edward I. Hantak and Nelson D. Brown Complaints

The two complaints referenced in the subject of this letter are actually follow ups of previous correspondence related to a petition from Mr. and Mrs. Nelson D. Brown received March 9, 1973.

Upon receipt of the earlier petition, I did contact both the Browns and the Hantaks as well as other neighbors involved with drainage problems on King Road downhill and west of the I-205 construction.

A report has been prepared by Richard Lenz concerning the surface water situation in the area, and a report by Fred Yarbrough relating to the geological formations and the ground water in the area.

The conclusion of both reports is that the freeway construction to date has not adversely affected the drainage in the area adjacent to King Road west of the project. In fact it appears with the geological formations involved and the highway construction cut that both surface water and ground water has been intercepted by the highway cut. At thepresent time the cut is barely started and very little water is intercepted but that water is carried to the north and around the property of the Hantaks and the Browns. In the final project the water will be carried along the freeway south to the Johnson Creek drainage area or actually more particularly to Sunnyside Road and then westerly in an enclosed system along Sunnyside Road. It should be pointed out that with the geological formations involved, drainage problems can be anticipated even with the freeway construction diverting a portion of the ground water and surface water.

As I promised Nelson D. Brown, I will forward to him, as the instigator of the initial petition, the two reports which we have prepared which conclude that there is no evidence that the freeway construction has adversely affected the drainage in the vicinity of their property.

CW

RECEIVED
APR 30 1973
Office of
Assistant State Highway Engineer

4-30-73

HYDRAULICS REPORT

SURFACE DRAINAGE I-205
SE FOSTER ROAD-CAUSEY AVE SECTION
Stations 611-625
Clackamas County

A petition was received by Mr. Robert Bothman, Metropolitan Engineer, from property owners in the area of King Road and 82nd Avenue stating that initial construction of I-205 immediately to the east of their homes has increased their surface water and ground water problems over those of previous years. The area most affected appears to be near the Nelson Brown property where septic tanks are plugged, houses are settling and retaining walls are cracking.

This report will cover only the surface water and the changes in the surface runoff patterns which have occurred because of the freeway construction. Attached is a map showing the subject area and proposed I-205 surface drainage system. This map should be referred to throughout the discussion which follows.

The highway drainage system was designed to handle a 50-year frequency runoff under the assumption that the upland area would be developed into low density residential housing having an average runoff coefficient of 0.30. A drainage report by CH_2M entitled "Kellogg Creek Storm Drainage" and a drainage study by Mr. Kenneth Boardman of the Hydraulics Unit were used in the final design of the proposed system. Phillips Creek, the major drainage channel in the subject area, does not have sufficient capacity to convey the anticipated flows after development of the area; therefore, Clackamas County has plans to enlarge this channel to increase its capacity.

Preconstruction Conditions

Prior to initial freeway construction, surface water entered the relatively flat pasture area to the north of the Brown property from two sources. The first source was surface runoff (sheet flow) which originated near the easterly right of way line of I-205 between Ln Station 610 and Ln Station 620. Water crossing the freeway between Ln Station 620 and Ln Station 621+50 flowed in a ditch along the northerly side of King Road and eventually was contained within the storm sewer system for King Road.

A second source of water was a 6-inch drain tile which originates near the westerly right of way line opposite Ls Station 615+50. Approximate location of this tile is shown on the contour map. This tile cuts across a natural ridge separating two drainage swales. The upstream end of this tile was above ground, allowing surface water to enter it; at the terminus of the pipe near the southeasterly corner of the present Valu Mart store, the water flowed into Phillips Creek. The remaining water in the natural swale between Ln Station 613+50 and Ln Station 619 reached Phillips Creek in an east-west ditch approximately 200 feet north from Valu Mart.

Present Conditions

At present, cuts have been partially constructed north of King Road (Station 622)--no construction has occurred on this section to the south of King Road. The manhole and outfall sewer opposite Ls Station 614+60 have been built, but the remainder of the drainage system as shown on the map has not been constructed.

All surface water from east of the westerly right of way line has been intercepted by the freeway cut. Surface water entering the cut between Ln Station 613 and Ln Station 615 has been channelized into the manhole and outfall sewer at Ls Station 614+60. Surface water entering the cut immediately to the south ponds in the cut because of an insufficient number of temporary drainage channels.

Property owners feel that more surface water is being concentrated in the pasture behind their homes by the highway construction based on a deposit of visible sediment on the ground near two "blow holes" above the 6-inch drain tile. Sediment had not been seen in this area prior to the freeway construction. This deposition of sediment can be explained as follows: Although most of the water in the natural drainage channel at the inlet to the tile has been intercepted by the highway drainage system, a small amount of water from the cut in the immediate area of the inlet could still flow into the pipe. This small amount of water probably contained a large amount of sediment which settled onto the field, thus alarming the residents.

It should be noted that the outlet end of the drain tile has not been located. It is assumed to be plugged as is evidenced by the "blow holes" which probably were caused by a high hydrostatic pressure in the pipe. It is possible that this tile was plugged during the channelization of Phillips Creek when Valu Mart was built.

Post Construction Conditions

When this section of I-205 is completed, all surface water from east of the westerly right of way line will be intercepted by the highway storm sewer system. This will prevent the small amount of upland flow between Ln Station 619 and Ln Station 620 from reaching the

problem area near the Brown house; also, all or nearly all of the surface water concentrating at the inlet of the 6-inch drain tile will be intercepted.

Conclusion

Construction of I-205 and its storm drainage system should reduce the amount of surface runoff concentrating in the open area to the north of King Road and in particular, the area adjacent to the Brown property. Sediment which was visible this year should not be a problem after final construction. The Browns have experienced ground movement resulting in damage to their patio slab while their neighbors to the east have experienced damage to their retaining walls which are constructed of both rock and wood. The Browns also have a retaining wall but it was not damaged; the basic difference between wall construction is that Mr. Brown's wall is rigid and founded in the soil so that it can function properly as a retaining wall, while those of his neighbors are resting on the surface of the ground with no inherent stability.

The residents have also experienced abnormal amounts of surface water which is flowing across their back yards and ponding in low spots. The following theory is offered as an explanation for the excess water and retaining wall damage:

During this past winter Western Oregon experienced extremely cold temperatures. In Portland during the month of December there were 14 consecutive days when minimum temperatures were below freezing and during the month of January there were 8 consecutive days when minimum temperatures were below freezing. The low temperatures in December

probably had less effect on the ground because of the insulation provided by a relatively deep snow cover; however, the sustained low temperatures in January caused deep frost penetration of the soils. Because of the high water table in the subject area it is reasonable to assume that when the saturated soil froze it also expanded, causing a general vertical and lateral movement of the ground surface. Cracking of patio slabs and displacement of semi-rigid retaining walls would have resulted.

After the soil thawed, it was in an expanded, losely compacted state. It is felt that freezing of the top 1½ to 2 feet of soil could have had a significant influence on the ground water, causing it to surface, resulting in a flow of water across the back yards of these people.

Recommendations

It is recommended that the 6-inch drain tile be plugged at its inlet to prevent surface water from entering. It is also recommended that an attempt be made to locate the outlet of this drain tile to determine if it can be opened. The tile should be free-draining into Phillips Creek to provide better ground water drainage out of the area.

Poor ground water drainage in this area has been a problem in the past and it is doubtful that these recommendations will greatly reduce the septic tank problems being experienced by the Browns and their neighbors. Ground water problems prior to the freeway construction resulted in a county moratorium on further housing construction. The most effective solution to this problem is the immediate installation of sanitary sewers along King Road.

Richard L. Lenz
Hydraulics Engineer

SHM:mc
cc E. S. Hunter
V. D. Wolfe
E. L. Johnsen
F. W. Yarbrough
J. E. Holland
R. N. Bothman ✓

FORM S-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 28, 1973

To: Victor D. Wolfe
Location Engineer

SUBJECT: Nelson Brown Drainage Complaint
Foster-Causey Section I-205
Clackamas County

R. N. Bothman asked me to look at the subject situation and offer an opinion as to whether our construction had or will contribute to the poor drainage problem on King Road between 82nd Avenue and our freeway construction. Nearby residents have made this claim. The site was examined March 21, in company with Bill Bergsted, Assistant Resident Engineer, Dan Gano and Rolly Call, Region Geologists, and Steve MacNab, Hydraulics Engineer.

The freeway at this location is situated on the lower slopes of Mt. Scott in a cut to be about 30 feet deep, and the poorly-drained houses are near 1000 feet away and 50 feet lower. The ground formation consists of five to 20 feet of weathered soil at the surface. Below that is a layer of volcanic formation consisting of mixed layers of cinders, ash, boulders, and lava flows. A clayey, sandy, gravelly formation lies at some depth less than 100 feet below that. Drill hole information indicates that this lower formation will not be encountered in the cut.

Drainage from the slope of Mt. Scott readily flows downslope in the more pervious zones in the volcanic layers which dip roughly parallel to the ground surface because the materials were extruded from vents around the top of the hill. Much of the water will be intercepted by the freeway cut and diverted into the drainage system. Interception of the water by the cut will probably not be complete since some of the pervious channels undoubtedly pass under the grade.

At the present stage of construction, the groundwater condition below the freeway is changed only slightly by interception in the cut. When the cut excavation and storm drain system is complete, considerably more than half of the former slope drainage should be intercepted.

We found no evidence that the blast vibrations from the excavation to the south had or could cause any change in the groundwater flow conditions.

METROPOLITAN ENGINEER
RECEIVED
MAR 29 1973
ME AME AME MOE MOE MTE

RP*44470-734

I have given my opinion to the Hydraulics Engineer for his evaluation that the Browns and their neighbors will still have a bad drainage problem even after the freeway is completed and intercepts considerable hillside drainage because they are located in a very low place which has extremely poor drainage. If any water flows into their area, they have a problem. A little water gives them trouble, and a lot of water can't make it much worse.

F. W. Yarbrough
Soils & Geology Engineer

FWY:af

cc: R. N. Bothman
Dan Gano
J. E. Holland
R. L. Lenz
E. L. Johnsen

NOTED
JACK L. SOLLIS

8543 S.E. King Rd
Portland, Oregon 97266
4-11-73

Attorney General
T.O.P.T. Claims Dept.
Salem, Oregon

RECEIVED
APR 12 1973

Dear Sir:

Would you please send to us the correct forms to file a complaint against the State of Oregon. We believe we are receiving property damage to our residence due to the construction work on a freeway near our home.

Also, could you supply us with the name of the general contractor for Freeway I-205. Thank you

Please forward the above to:

Nelson D. Brown
8543 S.E. King Rd
Portland, Oregon 97266.

4/10/73

NOTED
JACK L. SOLLIS

Dear Sirs —

Please send me forms to file a claim against the State of Oregon.

Edward D. Hantak
8701 S.E. King Road,
Portland, Oregon - 97266.

Please send me the name of the General Contractors for freeway I-205 —

RECEIVED
APR 12 1973

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

7748

April 16, 1973

SUBJECT: Drainage Problem
Stations 611-625
SE Foster Road-Causey Avenue
Clackamas County

- #7748

To: Mr. R. N. Bothman
Metropolitan Engineer

NOTED
E. S. HUNTER

Attached is the hydraulics report on the subject drainage problem. If there are any questions, feel free to contact the Hydraulics Unit.

Victor D. Wolfe
Location Engineer

Attachment

SHM:mc

cc E. S. Hunter ✓
E. L. Johnson
F. W. Yarbrough
J. E. Holland
R. L. Lenz

RECEIVED
APR 17 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

GPO 932478-734

7748

April 3, 1973

Mr. Guy R. Kachel
Project Manager
Granite Construction Company
P. O. Box 699
Watsonville, California 95076

Dear Mr. Kachel:

S. E. Foster Road-
S. E. Causey Avenue Section
I-205 Highway, Contract 7748

In reply to your March 13 letter, Contract No. 7748 calls for the contractor to vigorously pursue completion of the project. Delays beyond the control of the contractor will be considered in accordance with Section 108.09 of the Standard Specifications.

In considering your request for increased time in which to complete the 92nd Avenue fills and the overall project, we feel an actual effect beyond the province of the contractor's control has not been established. Resubmittal of your request for a time extension should include any additional data or information which will substantiate your claim of necessary delays.

Excessive moisture in excavated material is a natural occurrence in the Willamette Valley and elsewhere. A review of reports prepared by Resident Engineer Holland (of which you have copies) confirms the high moisture content of the material. By exercising proper construction procedures (including establishing and maintaining good surface drainage, by aeration and by rehandling the material in accordance with Article 203.44) satisfactory embankments and roadway can be constructed with the existing material.

Importing of suitable material at this time at the contractor's expense is an acceptable alternate but not viewed as extra work justifying additional compensation. In accordance

with Section 109.05 we will, with your cooperation, keep records of actual costs for construction of the southbound 92nd Avenue fills.

Our February 23 and March 6 letters directed that approximately 4,000 cubic yards of embankment be placed for the southbound 92nd Avenue structure or this portion of the work would be accomplished by others. This move was to allow the contractor on the 92nd Avenue structure to commence work. Placement of this material does not constitute completion of the 92nd Avenue fills as required by the contract and until such time as all fills are completed, liquidated damages will be assessed in accordance with the contract.

While we concur in the need for accelerated effort at this time, we do not accept responsibility for costs incurred to comply with the contract requirements. As set forth in Section 109.05, cost records will be kept for those activities which you advise Mr. Holland (in writing) that you consider to be cause for additional compensation.

The last paragraph of your letter suggests an early meeting to discuss schedules and handling of materials. If there are any items that need resolving which cannot be accomplished between your project people and our field personnel, please advise and appropriate meeting arrangements will be instigated.

Very truly yours,

F. B. Klaboe
State Highway Engineer

bc A. E. Johnson
H. S. Coulter
C. T. Keasey
R. N. Bothman
ACH:pb ja/ms

Salem, Oregon
March 23, 1973

R. N. Bothman
Metropolitan Engineer

S.E. Foster Road-S.E. Causey
Avenue Section
Contract No. 7748

FROM: John A Bond fw

John A. Bond
Construction Administration Engineer

Routing
Kelsay
Bond
Richmond
Hardt
Johnson
Walt
RECEIVED
MAR 23 1973
CONSTRUCTION SECTION
Pease
Glenn
Berg

Herewith a copy of the latest response dated March 13 from Granite Construction Company concerning the time and progress on this project. Even though we have tried to be fair and objective in our appraisal of this time question so far, it has been suggested that we take another close look at the effect of the right of way exclusion at S. E. Flavel Street in the vicinity of Johnson Creek for its effect on the overall contract completion.

Since some structures work in that vicinity has proceeded through the winter and up to more recently, the true effect of the earlier right of way problem in this vicinity may now be more apparent. The Resident Engineer has done some excellent work in analyzing the progress around the 92nd Avenue fills and some of this same effort regarding this right of way parcel is also needed. Please give it a try.

JAB:fw

Enc.

RECEIVED
MAR 30 1973
Office of
Assistant State Highway Engineer

HEAVY ENGINEERING-
HIGHWAY DEPARTMENT
SAN JUAN STREET EXTENSION
POST OFFICE BOX 699
AREA CODE 408 722-3716

GRANITE CONSTRUCTION COMPANY

ENGINEERING CONTRACTORS

WATSONVILLE, CALIFORNIA 95076

March 13, 1973

RECEIVED
MAR 15 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 15 '73
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Eqn | Act | File

F. B. Klaboe
State Highway Engineer
Highway Building
Salem, Oregon 97310

Reference: S. E. Foster Road - S. E. Causey Ave.
Sec. I-205, Contract No. 7748

Gentlemen:

We have reviewed your letters of February 23, 1973 and March 6, 1973 and do not concur with your findings regarding delays in completing the work caused by the the State's failure to provide ROW and utility relocations.

Your letter continues to recognize the fact that we were delayed. The inferences which we draw, however, are:

1. We cannot rely upon the time extension provisions of your contract in planning our work; and

2. The burden is on the contractor to assume substantially increased costs in changing methods of performance to accommodate delays which are your responsibility. We brought this up to you at our March 2 meeting. The inferences which we draw from the comments of your people were that we were not obliged to so do.

You suggest that you can find no valid reason for the fills on the west side of 92nd Avenue not being worked. Our job plan did not contemplate the type of restricted operation which would be so involved. Your job personnel were fully familiar with the excessive moisture content of the materials to make the fills. Substantial portions of said materials should have been classified as unsuitable under Article 203.11. Special processing of these materials in limited areas on the west side would have resulted in substantially increased costs beyond that contemplated by the contract. Indeed, it can be said that the operation would have been economically impractical.

We must therefore protest your refusal to grant us a time extension, and your withholding of liquidated damages in connection with completion of the 92nd Avenue structure fills. We are taking the necessary steps to resubmit our claim to the Highway Commission.

In accordance with your order as set forth in your letters of February 23 and March 6, 1973, we are proceeding with the placement of the minimum required structure fills for the southbound structure at 92nd Ave. Work was started on March 9, 1973.

Extensive cooperative testing of jobsite materials with the State Resident Engineer has failed to show the availability of any material on the jobsite suitable for use in constructing embankment at this time. Therefore, we are importing embankment material in order to complete the work we have been directed to perform. We believe your order constitutes additional work not provided for in the contract and therefore we are entitled to additional compensation for performing this added work.

Upon completion of the directed work we expect the withholding of liquidated damages to cease. Further, we request that previously withheld funds be released.

Your letters have denied us an extension of time for the completion date of the entire contract. We are therefore planning to take the additional steps necessary to accelerate the work in an attempt to meet the original date.

We expect to be reimbursed by the State for additional costs we have incurred and will incur in accelerating the project. These costs will include additional materials, primarily for structure work, and additional labor and equipment throughout all phases of the work.

We feel a meeting between ourselves and the State must be held as soon as possible to discuss and workout an acceptable schedule and to agree on methods of handling the unsuitable material to be excavated.

Very truly yours,

RICHARD H. ROBERTS
Vice President

By Guy R Kachel

GUY R. KACHEL
Project Manager

GK:me

7748

March 27, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-205-7(24)304

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7748, Extra Work Order No. 10

Project S.E. Foster Rd.-S.E. Causey Ave.

Highway East Portland Freeway

Counties Multnomah and Clackamas

This Order covers the additional cost of furnishing A-325 anchor bolts in lieu of the A-307 bolts furnished by the contractor for installation of the three tube oblong rail on this project. Due to an omission on the plans the grade of steel for anchor bolts was not specified.

A copy of the Engineer's letter of explanation is attached.

This cost was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer, March 22, 1973.

Your approval as of March 22, 1973 is requested.

BMW:bb
Attach.

7748

March 27, 1973

TO Vernon V. Cusack
Acting Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-205-7(24)304

FROM L. H. Young
Office Engineer

SUBJECT Request Change Order Approval

Contract 7748, Extra Work Order No. 11

Project S.E. Foster Rd.-S.E. Causey Ave.

Highway East Portland Freeway

Counties Multnomah and Clackamas

This Order covers the cost of backfilling the footing at bent 3 of the Lester Ave. structure with 6 inches of concrete. When the footing excavation at this location was completed as called for by the plans, a hard clay material capable of supporting the design bearing of 5 tons, if the material is protected and confined, was found. The footing depth was increased an additional 6 inches to allow for the 6 inches of concrete.

A copy of the Engineer's letter of explanation is attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer, March 5, 1973.

Your approval as of March 5, 1973 is requested.

[redacted]:bb
Attach.

7748

NELSON CONSTRUCTION CO., INC.

GENERAL CONTRACTORS

P.O. BOX 943
707 E. BRADLEY
EL CAJON, CALIFORNIA 92022
PHONE: 449-0655

7748

7748

March 22, 1973

Clyde R. Richardson, Attorney
Raleighwest Executive Building
6443 S.W. Beaverton Hwy.
Portland, Oregon 97225

Re: Zuber Bros.

Dear Mr. Richardson:

In answer to your letter of March 16th, our position has not changed in reference to Zuber Bros.

Our accounting office has calculated the amount of monies due Zuber and after deducting the materials, supplies and etc, paid by this Company in reference to his work, we are prepared to issue a check in the amount of $12,791.91, providing we can be assured that proper notification to the State of Oregon, the prime contractor and our surety Co. relieves us from any claims that might occur because of Zuber Bros. action.

The following is a breakdown of how we arrived at our $12,791.91 total due Zuber Bros.

Zuber billed:				
5	#3 Manholes	@	$1,750.00	$8,750.00
6	#5 Manholes	@	1,050.00	6,300.00
1	#6 Manhole	@	1,650.00	1,650.00
3	#1 Manholes	@	1,450.00	4,350.00
				$21,050.00

Should have billed:				
2	#3 Manholes	@	$1,750.00	$3,500.00
3	#3 Manholes	@	1,550.00	4,650.00
1	#6 Manhole	@	1,650.00	1,650.00
6	#5 Manholes	@	1,050.00	6,300.00
3	#1 Manholes	@	1,450.00	4,350.00
				$20,450.00

Zuber billed $600.00 over agreement.

Correct billing	$20,450.00
Less 10%	2,045.00
Less bills paid by Nelson:	
Mercer Industries	1,694.39
Portland Wire	400.00
City Galvanizing	1,259.25
Williamette Concrete	1,320.45
Town Concrete Pipe	939.00
Total due Zuber Bros.	$12,791.91

Zuber also billed $400.00 for clam work, which he was to do his own excavation and etc.

Very Truly Yours,

Wilma Phillips

Wilma Phillips

CC: Houston General
Mr. Otjen - Granite Construction Co.
Mr. Cecil Head - State of Oregon

NOTED
C. W. HEAD

RECEIVED
APR 5 - 1973
OREGON
STATE HIGHWAY COMMISSION

OREGON STATE HIGHWAY DIVISION

7748

METROPOLITAN SECTION 5821 N. E. GLISAN PORTLAND, OREGON

NOTED
H. S. COULTER

March 21, 1973

Mr. Nelson D. Brown
8543 S. E. King Road
Portland, Oregon

DRAINAGE PROBLEM - SE KING ROAD

As I discussed with you yesterday, the Highway Division will proceed with a hydraulic investigation and a soil investigation of the area adjacent to King Road between 82nd and 92nd. The purpose of these investigations will be to determine if there has been a change in the drainage and if so, the cause for the change.

It is true that our preliminary check indicated that the Highway construction has not affected the drainage; however, the above thorough investigations should provide some answers.

I would hope that those agencies mentioned in your letter to Contact 2 would also conduct the appropriate investigations in their areas of responsibility in an attempt to resolve the drainage problems you are experiencing.

The above investigations by the Highway Division will start immediately, and I will contact you upon their completion. I would appreciate it if you would advise the other people who signed the petition that the Highway Division is proceeding with the above studies.

ORIGINAL SIGNED BY R.N. BOTHMAN

R. N. BOTHMAN
Metropolitan Engineer

3-23-13 cy Klabo

RNB:cw
cc: Contact 2
Clack. County Health Dept.
Clack. County Planning Comm.
Clack. County Water District
Ball Construction Co.
Granite Construction Co.
Department of Environmental Quality
bcc: H. S. Coulter
R. T. Heinz
J. E. Holland

RECEIVED
MAR 23 1973
Office of
Assistant State Highway Engineer

5

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Portland, Oregon

7748

NOTED
H. S. COULTER

DATE March 21, 1973

TO FILE

FROM R. N. BOTHMAN
Metropolitan Engineer

ORIGINAL SIGNED BY R.N. BOTHMAN

RECEIVED
MAR 23 1973
Office of
Assistant State Highway Engineer

SUBJECT Citizen's Complaint
82nd and King Road (Portland)

I reviewed the drainage problem in the vicinity of King Road and 82nd related to Nelson Brown's letter to the Division. I met with Mr. and Mrs. Brown and also two other homeowners listed in the petition to hear their problem.

In particular Mr. Brown is experiencing a plugged septic tank, high water table in his backyard and settlement in one corner of his house. Mr. Hantak is also experiencing a plugged septic tank, a collapsing retaining wall built out of loose rock to bench the hillside in his backyard and excessive surface water from his neighbor's yard draining onto his patio. The homeowner at 8711 S. E. King Road, just uphill from the above two owners, has not had a problem with septic tank this year, although they were required to pump it last winter; however, the crawl space under their house is filled with water. I was told by Mr. Brown that these were the three problem properties, although all the neighbors have a water problem to some extent greater than in the past.

I learned that although the County has restricted building in this area for several years due to the water problem and particularly septic tank problems, additional housing has been constructed in the last two years adding to the problem with the septic tanks.

I advised the above property owners that I would see that a complete hydraulic investigation and soil investigation is made of the area and attempt to tie down the cause and perhaps propose some solution. I advised them that I was not sure that the Highway Division would be able to provide for the solution but that if the highway cut above the area does contribute to the problem, steps would be taken to handle water intercepted by the cut.

I have contacted Vic Wolfe who will immediately have Dick Lenz and F. W. Yarbrough initiate a hydraulic investigation and a soil investigation. I also discussed this with Steve Macnab from Dick Lenz's unit and Yarbrough.

On the Granite project immediately east of this area, there is standing water in the cut section. Granite will be required to drain this standing water with surface ditches in an attempt to keep this water on the surface.

3-23-73
cy Kleboe

Upon completion of the above reports, I will contact Mr. Brown and advise him of our findings perhaps with a neighborhood meeting.

CW
cc: H. S. Coulter
R. T. Heinz
J. E. Holland
Victor D. Wolfe

7748

March 16, 1973

Cantel Incorporated
P.O. Box 68506
Oak Grove, Oregon 97268

Attention: Mrs. E. Wiseman
Office Manager

Gentlemen:

This is to acknowledge receipt of your letter of March 14 informing us that your claim against Nelson Construction Company, subcontractor for Granite Construction Company on Contract No. 7748 has been paid in full.

We will inform all parties of completion of payment.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Granite Construction Company
Pacific Indemnity Company
Federal Insurance Company

RLM: fkn

NOTED ON CARD
3-16-73
fkn

CANTEL INCORPORATED

Phone (503) 654-7990

P. O. BOX 68506 • OAK GROVE, OREGON 97268

March 14, 1973

Mr. Cecil Head
Secretary to Highway Commission
Room 121
State Highway Building
Salem, Oregon 97310

Re: Cantel Incorporated vs
Granite Const. Co. et al
Contract #7748

Dear Mr. Head:

With regard to the above contract and in reference to our previous letters, we are happy to inform you that the sum due us from sub-contractor, Nelson Construction Company has been paid in full. Our present claim on this contract is therefore null and void.

Very truly yours,

CANTEL INCORPORATED

E. Wiseman

Mrs. E. Wiseman
Office Manager

EW/ms

MAR 16 1973

NOTED
C. W. HEAD

8543 SE King Road
Portland, Oregon
3/9/73

3-21-73 Bathman met with about half of the people after mtg 3/20
Bathman is going to answer Brown. & KATU
Problem will be studied further and meeting set up w/ all people involved again to look for solution - JSC

Oregon State Highway Dept.,
9421 SE Glenwood Street
Portland, Oregon

Attn: Mr. Holland

Gentlemen:

Plwase notice the enclosed copy of the letter we have sent to Contact 2, Channel 2 Television Station.

We would like to thank Mr. Holland and the several other men from the Oregon State Highway Dept., who investigated our situation; however, we feel that the investigation was very incomplete as all that was investigated was the possible mechanical failure of a drainpipe located directly north of 8543 SE King Road.

We feel there is a broken water main, or the blasting and moving of the dirt for the freeway has rerouted the water level and/or opened up ground springs, which are flowing through our property and causing damage.

As you know this has been a very dry winter, but nearly everyone in this area is experiencing water problems of some type. Most of the people in this area will state that their water problems have greatly increased or have begun since the time the freeway construction in this area was started.

We expect our situation to be immediately and thoroughly reinvestiaged by the Oregon State Highway Dept., Ball Construction Co., and Granite Construction Co., and also this problem should be corrected and restitution should be made to the individuals who are suffering property damage because of the water problem due to the freeway construction.

Legal action may be taken, if we feel our situationn is not handled properly and promptly.

mkb
cc: Oregon State Highway Dept.,--Salem, Oregon
cc: Metropolitan Engineer-Portland, Oregon
cc: Contact 2--Channel 2

NOTED
H. S. COULTER

RECEIVED
MAR 14 1973
Office of Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 13 73
REFER TO
FOR
Info | Inves | R/D | D/R | Prsn | Act | File

Mr. & Mrs. Nelson D. Brown
8543 SE King Road
Portland, Oregon
654-3695

8543 SE King Road
Portland, Oregon
3/9/73

Contact 2
KATU Channel 2
2153 NE Sandy Blvd
Portland, Oregon

Gentlemen:

We are writing this letter in an attempt to receive some action concerning our problem of water drainage and sewage drainage. Our area is located at approximately southeast 82nd and King Road; west of the new freeway on 92nd and east of 82nd.

Retaining walls are falling down, septic tanks and drainfields are full of water, patios are sliding. There is water in furnace ducs and water standing in backyards.

We have contacted the following people and they state they cannot help us and/or are not responsible for the damage done to people's property.

Clackamas County Health Dept.
Dept. of Envriomental Control
Clackamas County PLanning Comm.
Oregon State Highway Dept.
Ball Construction Co.
Clackamas County Water District

We feel this damage is due to work and blasting on the freeway, and should be brought to the attention of the general public. We also feel that the following three firms are in part or directly responsible for the inconvenience and property damage we have experienced: Oregon State Highway Dept., Ball Construction Company and Granite Construction Co.

We believe that they should immediately begin a complete and thorough investigation to determine the proper methods of correcting the damage that we believe they have caused. We also feel that these firms should take immediate steps to correct this situation.

mkb
cc: Oregon State Highway Dept.-Milwaukie, Oregon
cc: Metropolitan Engineer-Portland, Oregon
cc: Oregon State Highway Dept.,-Salem, Oregon

Mr. & Mrs. Nelson D. Brown

654-3695

Nelson D. Brown	8543 S.E. King Rd	654-3695
Patty Wilkins	8630 SE King Rd	654-4722
Sanford Wilkins	" " " "	" "
Allen V. Jenson	8550 S.E King Rd.	654-2321
Carolyn M. Jenson	" "	" "
Harvey L Shook	8615 SE King Rd.	659-3396
Velma E. Shook	" " "	" "
Gordon H. Nyberg	8536 S.E King Rd.	654-8046
L. Lea Nyberg	8536 SE King Rd	654-8046
Mildred L. Marion	8710 S.E. King Rd.	654-2457
Robt T. Marion	8710 S.E. King Rd.	654-2457.
Mr. & Mrs Edward Hantak	8701 S.E. King Rd	659-0734
Mr. & Mrs. Douglas F. Stevens	8705 S.E. King Rd.	654-9402.
Maria Raffaele	8740 S.E. King Rd.	659 7837
Ruth Ann ~~Cottis~~	8711 S.E. King Road	654-9088
Dorothy E Kuchenthal	8711 S.E. King Road	659-9088
Leon Keller	8711 S.E. King Road	659-9088
Mr. & Mrs. Mike Hruges	8787 S.E. Owen Dr.	654 6670
Mr. & Mrs. A. Fontaine	8868 S.E. Owen Dr	654-3776
Mr & Mrs Jean Kemp	8545 S.E. Owen Dr.	659-1170.
Mr & Mrs William Lyle	8655 S.E. King Rd.	654-4458
Mr. & Mrs Richard Faye	8660 S.E. King Rd	654-1272

Name	Address	Telephone #
Charles E Heisserer	8529 SE King Rd	654-7958
R. M. Swinbank	8501 S.E. King Rd	654-3702
Tim Peterson	8490 SE King Rd.	659-3610

HEAVY ENGINEERING-
HIGHWAY DEPARTMENT
SAN JUAN STREET EXTENSION
POST OFFICE BOX 699
AREA CODE 408 722-3713

GRANITE CONSTRUCTION COMPANY

ENGINEERING CONTRACTORS

WATSONVILLE, CALIFORNIA 95076

7748

March 13, 1973

RECEIVED
MAR 15 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
MAR 15 '73
REFER TO
Goulter
FOR
Info | Inves | R/D | D/R | Con | Act | File

F. B. Klaboe
State Highway Engineer
Highway Building
Salem, Oregon 97310

Reference: S. E. Foster Road - S. E. Causey Ave.
Sec. I-205, Contract No. 7748

Gentlemen:

We have reviewed your letters of February 23, 1973 and March 6, 1973 and do not concur with your findings regarding delays in completing the work caused by the the State's failure to provide ROW and utility relocations.

Your letter continues to recognize the fact that we were delayed. The inferences which we draw, however, are:

1. We cannot rely upon the time extension provisions of your contract in planning our work; and

2. The burden is on the contractor to assume substantially increased costs in changing methods of performance to accommodate delays which are your responsibility. We brought this up to you at our March 2 meeting. The inferences which we draw from the comments of your people were that we were not obliged to so do.

You suggest that you can find no valid reason for the fills on the west side of 92nd Avenue not being worked. Our job plan did not contemplate the type of restricted operation which would be so involved. Your job personnel were fully familiar with the excessive moisture content of the materials to make the fills. Substantial portions of said materials should have been classified as unsuitable under Article 203.11. Special processing of these materials in limited areas on the west side would have resulted in substantially increased costs beyond that contemplated by the contract. Indeed, it can be said that the operation would have been economically impractical.

3-15-73

We must therefore protest your refusal to grant us a time extension, and your withholding of liquidated damages in connection with completion of the 92nd Avenue structure fills. We are taking the necessary steps to resubmit our claim to the Highway Commission.

In accordance with your order as set forth in your letters of February 23 and March 6, 1973, we are proceeding with the placement of the minimum required structure fills for the southbound structure at 92nd Ave. Work was started on March 9, 1973.

Extensive cooperative testing of jobsite materials with the State Resident Engineer has failed to show the availability of any material on the jobsite suitable for use in constructing embankment at this time. Therefore, we are importing embankment material in order to complete the work we have been directed to perform. We believe your order constitutes additional work not provided for in the contract and therefore we are entitled to additional compensation for performing this added work.

Upon completion of the directed work we expect the withholding of liquidated damages to cease. Further, we request that previously withheld funds be released.

Your letters have denied us an extension of time for the completion date of the entire contract. We are therefore planning to take the additional steps necessary to accelerate the work in an attempt to meet the original date.

We expect to be reimbursed by the State for additional costs we have incurred and will incur in accelerating the project. These costs will include additional materials, primarily for structure work, and additional labor and equipment throughout all phases of the work.

We feel a meeting between ourselves and the State must be held as soon as possible to discuss and workout an acceptable schedule and to agree on methods of handling the unsuitable material to be excavated.

Very truly yours,

RICHARD H. ROBERTS
Vice President

By Guy R. Kachel

GUY R. KACHEL
Project Manager

GK:me

7748

March 13, 1973

Clyde R. Richardson
Attorney at Law
Raleighwest Executive Building
6443 S.W. Beaverton Highway
Portland, Oregon 97225

Dear Mr. Richardson:

This is to acknowledge receipt of your letter of March 8, 1973, informing us of a claim by Zuber Bros. Contractors in the amount of $19,350 against Nelson Construction Company, a subcontractor to Granite Construction Company.

From the description given in the claim this appears to be in reference to Contract No. 7748 for work on the S.E. Foster Road-S.E. Causey Avenue Section of the East Portland Freeway in Multnomah and Clackamas Counties.

The Pacific Indemnity Company and Federal Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim. The Secretary of State has advised us that this claim was filed on March 12, 1973, and assigned File Number 4773.

We are returning the copy of your letter as requested.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Zuber Bros. Contractors
Nelson Construction Company
Granite Construction Company
Pacific Indemnity Company
Federal Insurance Company

RMG:dr

NOTED ON CARD
3-13-73 dw

CLYDE R. RICHARDSON
ATTORNEY AT LAW
RALEIGHWEST EXECUTIVE BUILDING
6443 S. W. BEAVERTON HWY.
PORTLAND, OREGON 97225
TELEPHONE (503) 292-3816

RECEIVED
MAR 12 10 00 AM '73
SECRETARY OF STATE

March 8, 1973

Secretary of State
State Capitol Building
Salem, Oregon 97310

CERTIFIED MAIL
RETURN RECEIPT REQUESTED

Dear Sir:

Enclosed herewith is Notice of Claim of Lien Under Performance Bond of Zuber Bros. Contractors, an Oregon corporation, against the bond taken from Granite Construction Co., as principal, together with the Surety therein, Pacific Indemnity Co. of San Francisco, California, Bond Number 805 53 10.

Zuber Bros. Contractors furnished materials to Nelson Construction Co., a subcontractor to Granite Construction Co. for use in accordance with the plans and specifications of the project known as "S. E. Foster Road - S. E. Causey Avenue, Section of East Portland Freeway, Project No. 7748."

This notice is filed with you as Secretary of State in accordance with ORS 279.528. Will you kindly acknowledge receipt and filing of the same at the place so indicated on the enclosed copy of this letter, returning the same to the undersigned.

Thank you for your cooperation in this matter.

Very truly yours,

Clyde R. Richardson

kjt

Enclosure

CC: Granite Construction Co.
Post Office Box 900
Watsonville, California

Nelson Construction Co.
Post Office Box 943
El Cajon, California 92020

Pacific Indemnity Co.
San Francisco, California

RECEIVED AND FILED: March _____, 1973.

SECRETARY OF STATE

BY R. Cooper

Filing No. 4773.

RECEIVED
MAR 13 1973
STATE HIGHWAY COMMISSION

NOTICE OF CLAIM OF LIEN UNDER PERFORMANCE BOND

TO: Secretary to Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Secretary of State
State Capitol Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN, that the undersigned, ZUBER BROS. CONTRACTORS, an Oregon corporation, 3600 S. E. 28th Avenue, Portland, Oregon 97202, has a claim by reason of furnishing labor and materials to Nelson Construction Co., a sub-contractor to Granite Construction Co., the general contractor, for use in accordance with the plans and specifications of the project known as "S. E. Foster Road - S. E. Causey Avenue, Section of East Portland Freeway, Project No. 7748, in the sum of $19,350.00 (Nineteen Thousand Three Hundred Fifty and No/100 Dollars), against the bond taken from Granite Construction Co. as principal, together with the Surety therein, Pacific Indemnity Co., San Francisco, California, being their Bond No. 805 53 10 guaranteeing the performance of the contract of Granite Construction Co. with the Oregon State Highway Division.

DATED at Portland, Oregon, this 8th day of March, 1973.

ZUBER BROS. CONTRACTORS

By Leonard Zuber
Leonard Zuber, President

4773
FILED
MAR 12 1973
CLAY MYERS
SECRETARY OF STATE

RECEIVED
MAR 13 1973
STATE HIGHWAY COMMISSION

7748

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

March 9, 1973

Portland Traction Company
1800 SE Water Avenue
Portland, OR 97214

RAILROAD COMPANIES
FILE No. 753

Mr. F. V. Schlaf

Pipeline Crossing Agreement
SE Foster Rd.-SE Causey Ave. Section
East Portland Freeway
Clackamas County
FAP No. I-205-7(24)304
Contract No. 7748

Gentlemen:

Herewith you will find duplicate counterparts of the Pipe Line Crossing agreement for the above-captioned project in SE Portland, which was submitted to us with your letter dated January 9, 1973.

This document was executed by the Highway Commission at their meeting of March 6, 1973 and is now being returned to you for final execution by your principals.

Very truly yours,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly
Enclosure

bc: G. L. Green
C. W. Head
~~A.~~ E. Johnson
L. H. Young
L. E. George
J. B. Boyd
J. L. Sollis
R. N. Bothman
D. R. Adams
J. E. Holland
Jack Hesla

RECEIVED
STATE HWY ENGR
MAR 12 '73
REFER TO
Coulter
FOR
Info | Invest | R/D | O/R | Sign | Act | File

RECEIVED
MAR 12 1973
Office of
Assistant State Highway Engineer

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 26, 1973

Oregon State Highway Commission

ORIGINAL SIGNED
J. B. BOYD

AGENDA
Mar. 6 '73
IK

J. B. Boyd
Right of Way Engineer

Pipe Line Crossing Agreement
SE Foster Road - SE Causey Avenue Section
East Portland Freeway, Clackamas County

An agreement with Portland Traction Company provides for the construction of a 66 inch storm sewer adjacent to and across its Springwater Line in southeast Portland as part of State Contract No. 7748.

By this agreement the State is granted an easement for the construction of this storm sewer at a cost to the State of $750. The sewer is to be constructed on State property adjacent to the railroad right-of-way. A temporary easement of approximately 4,400 feet is required to facilitate construction.

The State is to bear all construction costs of the storm sewer, and the State's contractor will provide the necessary railroad protective insurance.

This matter will be on the agenda for your consideration at the March 6 meeting. I recommend your approval.

j
cc George M. Baldwin
C. W. Head /w/ atts
F. B. Klaboe
Gary Ross
Gary Sund

✓ - Highway Commission will need to initial deletion in Section 7, page 2.

RF

(A)
ex COPIES TO BE SIGNED

By Comm. Initials Only.

NOTED
C. W. HEAD

7748

March 6, 1973

REGISTERED MAIL

Granite Construction Company
Post Office Box 900
Watsonville, CA 95076

Attention Mr. Richard H. Roberts
Vice President

Gentlemen:

Request for Time Extension
SE Foster Rd.-SE Causey Ave. Sec.
I-205, Contract No. 7748

As requested during our meeting on March 2, the progress of the grading work in the immediate vicinity of 92nd Avenue has again been reviewed by the Highway Division.

Findings indicate this project was not prosecuted satisfactorily to meet the Phase A completion date of August 31, 1972. The effect upon the project of pole lines and right-of-way settlements did not preclude reasonable prosecution of Phase A.

Your construction schedules indicate that the 92nd Avenue fills would require 20 workdays. The fills require placement of approximately 80,000 cubic yards of material. Your operations at no time approached the movement of 4,000 yards a day to the 92nd Avenue fills.

In our discussions last Friday, you brought up three items that you indicated hindered your completion of Phase A of the project. The first item was the adjustment of the telephone line along the west side of 92nd Avenue. According to our records, the possible interference of this line was first mentioned by you to our project engineer on July 19, and the line was adjusted by PGE by August 8. There is some indication that had you so desired, you might have been able to haul materials under this line. I have been unable to determine any reason why fills on the west side of 92nd Avenue could not be worked on at any time.

The second item was the availability of the Grainen property located on the east side of 92nd Avenue and north of Tenino Court. Our records indicate that some difficulty was encountered by your people on about July 10 and that by July 19 any problems with this property had been resolved. This might have had a local effect on a portion of the construction of the 92nd Avenue fills on the easterly side of 92nd Avenue but no effect on the fills on the westerly side.

The third item was the Robinson property located near the existing 92nd Avenue bridge over Johnson Creek. Our records indicate this property was available to you on July 24. The availability of this property may have had an effect on the completion of the Johnson Creek channel change, but I can't see how this delayed work on the 92nd Avenue structure fills.

Our review still indicates that the 92nd Avenue fills could have been completed by August 31.

This certainly does not preclude your option of importing the minimum amount of embankment material to permit the structure contractors to proceed with their work. If you elect this option but believe you are entitled to additional compensation, it is suggested that you proceed with the work and also notify our project engineer of your intent to submit a claim and the basis for the claim in accordance with Section 109.05 of the Standard Specifications.

At our March 2 meeting, I did extend the three-day period you were given in my letter of February 23, 1973, to start work on the 92nd Avenue fills. By this letter we are providing written notice that if work is not started by March 12, the Highway Division will proceed as outlined in my February 23 letter.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc A. E. Johnson
H. S. Coulter
C. T. Keasey
L. I. Lindas
R. N. Bothman
V. E. Skoog
L. H. Young
V. L. Gallagher

HSC:la ms

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **February 26, 1973**

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
SE Foster Rd.-SE Causey Ave. Sec.
East Portland Freeway (I-205)
Contract No. 7748

Granite Construction Company, contractor on the subject project has requested an extension of the contract time. The project has a three-phase completion requirement and the contractor has requested extension on both the early and overall phases.

The early phase requirement was that the roadbed embankments on each side of 92nd Avenue should be completed by August 31, 1972. The purpose of this provision was to get approach fills in adjacent to twin structures which were to be constructed under a separate contract. The time requirement for overall completion is 420 calendar workdays, which expires this fall. The contractor has requested 57 days extension on the early phase and 38 days on the overall completion time because of utility and right-of-way acquistion delays.

At this time, the fills required on the early phase are still not complete. Because of this, no work has been done on the structures contract to Lord Bros., and there will likely be an increase to the State in the cost of the structures work because of this delay. Liquidated damages are accruing at $100 per day for the noncompletion of the 92nd Avenue fills. The may not cover the State's increased costs.

The utility and right-of-way acquisition reasons are not believed valid for time extension. A pole line along 92nd Avenue was raised by August 8, 1972. At least some of the fill work could have been done prior to then and the contractor did not work in the area part of the available time after that date. A small parcel of late right-of-way was not related to the early phase work and had no obvious effect on the overall job availability and progress.

(more)

I have denied the contractor's request for extension. This is a Federal-aid Interstate project but denial does not require concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the March 6 meeting.

cc C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
L. H. Young
R. N. Bothman
V. L. Gallagher
Gary Ross
Gary Sund

JAB:fw ms

E-330 (Rev.)—8M—10-67

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date Sept 6, 1972

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 470* days to ..... days, within which to complete our Contract No. 7748, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

*. Under the attached Special Provisions Section 108.08 Contract Time for Completion of Work.
(a) Extend 57 Days
(c) Extend 38 Days
We reserve the right to request additional days in the event of bad weather during the above extension period.

Respectfully submitted,

GRANITE CONSTRUCTION COMPANY
Contractor

By Jim Clarke

CONSENT OF SURETY

Date Sept 6, 1972

We, PACIFIC INDEMNITY COMPANY

Federal Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

~~PACIFIC INDEMNITY~~ COMPANY
E McCloskey
Attorney-in-fact
E. McCloskey

Resident Agent

Federal Insurance Company
BY E McCloskey (SEAL)
E. McCloskey Attorney-in-Fact

EXECUTIVE OFFICE
201 Beach Road
POST OFFICE BOX 900
AREA CODE 408 724-1011

GRANITE CONSTRUCTION COMPANY

ENGINEERING CONTRACTORS

WATSONVILLE, CALIFORNIA 95076
9100 S.E. Fuller Road
P.O. Box 66237
Portland, Oregon 97266
September 6, 1972

Oregon State Highway Division
5821 N.E. Glisan
Portland, Oregon 97213

Attention: J. E. Holland, Resident Engineer

Reference: S.E. Foster - S.E. Causey Section
East Portland Freeway
Contract No. 7748
Time Extension

Gentlemen:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

1. The work on the 92nd. Ave. abutment fills were delayed from June 12, 1972 through August 8, 1972 due to Portland General Electric Company and Pacific Northwest Bell Company wires across the Right of Way at 92nd. Ave.. Other delays during this time period were caused by property owners between 92nd. Ave. and Mt. Scott Blvd. who had not completed their agreements with the Right of Way Acquistion Division.

2. The work on the Channel Change, Temporary Channel Change, 92nd. Ave. Overcrossing of Johnson Creek, Flavel Street Overcrossing of Johnson Creek and the Johnson Creek Overcrossing were delayed from June 20, 1972 through July 27, 1972 due to the failure of the Right of Way Acquistion Division in obtaining the Robertson Property known as the Johnson Creek Drivein.

Because of these delays, we will be forced into bad weather days to accomplish the work. As recorded, we had showers on only six days between June 12, 1972 and August 8, 1972. It is unknown at this time how many rainy days we will encounter before a fifty seven day extension would be used. We fell it to be unequitable to trade good weather for bad, on a purely day for day basis.

As required by specifications, we did on many occasions try to coordinate between your Jack Hesla and the utilities for the removal of the wires at 92nd. Ave., but due to circumstances between the Highway Division and the Utility Companies,

our efforts were made in vain.

Further, we have been working six ten hour days per week in an effort to make up some lost time caused by the reasons stated above.

Very truly yours,

GRANITE CONSTRUCTION COMPANY

By Jim Clarke
Jim Clarke
Project Superintendent

JC/bc
Encl:

☒ PACIFIC INDEMNITY COMPANY
HOME OFFICE: LOS ANGELES, CALIFORNIA

☐ TEXAS PACIFIC INDEMNITY COMPANY
HOME OFFICE: DALLAS, TEXAS

☐ NORTHWESTERN PACIFIC INDEMNITY COMPANY
HOME OFFICE: PORTLAND, OREGON

Power of Attorney

KNOW ALL MEN BY THESE PRESENTS, that the PACIFIC INDEMNITY COMPANY a corporation of the State of California, by authority of a resolution adopted by its Board of Directors at a meeting called and held on the 8th day of February, 1926, which said resolution is still in full force and effect and of which the following is a true and complete copy:

"RESOLVED, that the President or any Vice-President may from time to time appoint Resident Vice-Presidents, Resident Assistant Secretaries and Attorneys-in-Fact to represent and act for and on behalf of the Company, and either the President, or any Vice-President, the Board of Directors or the Executive Committee may at any time remove any such Resident Vice-President or Resident Assistant Secretaries and Attorneys-in-Fact and revoke the power and authority given him; and be it further

"RESOLVED, that Attorneys-in-Fact may be given full power and authority to execute for and in the name and on behalf of the Company, any and all bonds, recognizances, contracts of indemnity and other writings obligatory in the nature of a bond, recognizance or conditional undertaking, and any such instrument executed by any such Attorney-in-Fact shall be as binding upon the Company as if signed by the President and sealed and attested by the Secretary; and be it further

"RESOLVED, that the Attorneys-in-Fact are hereby authorized to verify any affidavit required to be attached to bonds, recognizances or contracts of indemnity, policies of insurance and all other writings obligatory in the nature thereof."

does hereby make, constitute and appoint

E. McCloskey

its true and lawful Attorney-in-Fact, with full power and authority to make, execute and deliver, for it, in its name and in its behalf, as surety any and all bonds and undertakings of suretyship.

And the execution of such bonds or undertakings, in pursuance of these presents, shall be as binding upon the said Corporation, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the said Corporation in their own proper persons.

IN WITNESS WHEREOF, the Pacific Indemnity Company has caused these presents to be signed by its Vice-President and its corporate seal to be hereto affixed, duly attested by its Assistant Secretary, this 2nd day of June A.D. 1970.

Attest: Ruth C. Savage
Assistant Secretary.

By J. W. Maynard, Jr.
Vice-President.

STATE OF CALIFORNIA,
COUNTY OF LOS ANGELES } ss.:

On this 2nd day of June A. D. 1970, before me personally came J. W. Maynard, Jr. to me known, who, being by me duly sworn, did depose and say, that he resides in the City of Los Angeles, California; that he is the Vice-President of the Pacific Indemnity Company the corporation described in and which executed the above instrument; that he knows the seal of said corporation, that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

(Notarial Seal)

Betty Ann Murphy
Notary Public.
My Commission expires July 19, 1971

STATE OF CALIFORNIA,
COUNTY OF LOS ANGELES } ss.:

I, Peggy A. Potter Assistant Secretary of the Pacific Indemnity Company; do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney, executed by said Pacific Indemnity Company which is still in force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company, at the City

Power of Attorney

KNOW ALL MEN BY THESE PRESENTS, that the PACIFIC INDEMNITY COMPANY a corporation of the State of California, by authority of a resolution adopted by its Board of Directors at a meeting called and held on the 8th day of February, 1926, which said resolution is still in full force and effect and of which the following is a true and complete copy:

"RESOLVED, that the President or any Vice-President may from time to time appoint Resident Vice-Presidents, Resident Assistant Secretaries and Attorneys-in-Fact to represent and act for and on behalf of the Company, and either the President, or any Vice-President, the Board of Directors or the Executive Committee may at any time remove any such Resident Vice-President or Resident Assistant Secretaries and Attorneys-in-Fact and revoke the power and authority given him; and be it further

"RESOLVED, that Attorneys-in-Fact may be given full power and authority to execute for and in the name and on behalf of the Company, any and all bonds, recognizances, contracts of indemnity and other writings obligatory in the nature of a bond, recognizance or conditional undertaking, and any such instrument executed by any such Attorney-in-Fact shall be as binding upon the Company as if signed by the President and sealed and attested by the Secretary; and be it further

"RESOLVED, that the Attorneys-in-Fact are hereby authorized to verify any affidavit required to be attached to bonds, recognizances or contracts of indemnity, policies of insurance and all other writings obligatory in the nature thereof."

does hereby make, constitute and appoint

E. McCloskey

its true and lawful Attorney-in-Fact, with full power and authority to make, execute and deliver, for it, in its name and in its behalf, as surety any and all bonds and undertakings of suretyship.

And the execution of such bonds or undertakings, in pursuance of these presents, shall be as binding upon the said Corporation, as fully and amply, to all intents and purposes, as if they had been duly executed and acknowledged by the regularly elected officers of the said Corporation in their own proper persons.

IN WITNESS WHEREOF, the Pacific Indemnity Company has caused these presents to be signed by its Vice-President and its corporate seal to be hereto affixed, duly attested by its Assistant Secretary, this 2nd day of June A.D. 1970.

Attest: Ruth C. Savage
Assistant Secretary.

By J. W. Maynard, Jr.
Vice-President.

STATE OF CALIFORNIA,
COUNTY OF LOS ANGELES } ss.:

On this 2nd day of June A. D. 1970, before me personally came J. W. Maynard, Jr. to me known, who, being by me duly sworn, did depose and say, that he resides in the City of Los Angeles, California; that he is the Vice-President of the Pacific Indemnity Company the corporation described in and which executed the above instrument; that he knows the seal of said corporation, that the seal affixed to the said instrument is such corporate seal; that it was so affixed by order of the Board of Directors of said corporation, and that he signed his name thereto by like order.

(Notarial Seal)

Betty Ann Murphy
Notary Public.

My Commission expires July 19, 1971

STATE OF CALIFORNIA,
COUNTY OF LOS ANGELES } ss.:

I, Peggy A. Potter Assistant Secretary of the Pacific Indemnity Company; do hereby certify that the above and foregoing is a true and correct copy of a Power of Attorney, executed by said Pacific Indemnity Company which is still in force and effect.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of said Company, at the City of Los Angeles, this 6th day of September A. D. 1972.

Peggy A. Potter
Assistant Secretary.

Form G1110 Rev. B 30M 866

Certified Copy of

POWER OF ATTORNEY

Know all Men by these Presents, That the FEDERAL INSURANCE COMPANY, 90 John Street, New York, New York, a New Jersey Corporation, has constituted and appointed, and does hereby constitute and appoint

E. McCloskey - - -

CITY AND COUNTY OF NEW YORK: ss.

I, the undersigned, Assistant Secretary of the FEDERAL INSURANCE COMPANY, do hereby certify that the following is a true excerpt from the By-Laws of the said Company as adopted by its Board of Directors on March 11, 1958 and amended January 2, 1964 and that this By-Law is in full force and effect.

"ARTICLE XIX.

Section 2. All bonds, undertakings, contracts, powers of attorney, and other instruments other than as above, for and on behalf of the Company which it is authorized by law or its charter to execute, may and shall be executed in the name and on behalf of the Company either by the Chairman or the Vice-Chairman or the President or a Vice-President, jointly with the Secretary or an Assistant Secretary, under their respective designations, except that any one or more officers or attorneys-in-fact designated in any resolution of the Board of Directors or the Executive Committee, or in any power of attorney executed as provided for in this section, may execute any such bond, undertaking, or other obligation as provided in such resolution or power of attorney."

And I further certify that I have compared the foregoing copy of the POWER OF ATTORNEY with the original thereof and the same is a correct and true copy of the whole of said original Power of Attorney and that said Power of Attorney has not been revoked.

And I further certify that said FEDERAL INSURANCE COMPANY is duly licensed to transact fidelity and surety business in each of the States of the United States of America, Puerto Rico, and each of the Provinces of Canada with the exception of Prince Edward Island; and is also duly licensed to become sole surety on bonds, undertakings, etc., permitted or required by law.

Given under my hand and the seal of said Company at New York, N. Y., this 6th day of September, 1972

M. Whitaker

Assistant Secretary

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 31, 1973

Scott Coulter

To: ~~A. E. Johnson~~
~~Deputy~~ State Highway Engineer
Asst

SUBJECT: S.E. Foster Rd.-S.E. Causey Ave.
Contract No. 7748
Request for Time Extension

FROM:
John A. Bond
Construction Administration Engineer

The subject project has a three-phase completion requirement and the contractor has requested an extension on both the early and overall phases. The early phase requirement was that the roadbed embankments on each side of 92nd Avenue should be completed by August 31, 1972. The overall completion requirement was for project completion in 420 calendar workdays. Granite Construction Company has requested a 57-day extension on the early phase and 38 days on the overall completion time because of utility and right of way acquisition delays. The contract is dated May 30, 1972. Some pertinent dates are:

Bids opened	May 18, 1972	
Workday count started	June 12, 1972)	
Power and telephone lines raised at 92nd Avenue	August 8, 1972)	) the 57 days requested
Specified completion of 92nd Avenue fills	August 31, 1972	
(Liquidated damages start to accrue at $100 per day)		
Bids opened on separate 92nd Avenue structures	September 28, 1972	
Date of 92nd Avenue structures contract (to Lord Bros.)	October 4, 1972	

At this time, the fills required on Granite's Unit "A" are still not complete. Because of this, no work has been done under the Lord Bros. contract on the structures. One hundred fifteen days liquidated damages at $100 per day have been deducted from Granite up through January 5 as Phase "A" liquidated damages for non-completion. This is after allowing for 12 days which have not been counted because of stop work orders over holidays.

SP 52475-734

Because of the unavailability of the structure site, that is with approach fills not up to the elevations planned, the structures contractor has given us written notice of increased cost for their work due to this delay. Granite's failure to perform has caused us to look for all possible alternatives to minimize the escalation of costs of getting our structures built.

For a little perspective on the fill quantities involved here, the Granite contract includes 2,029,000 cubic yards of General Excavation. I am advised that it would take only about 40,000 cubic yards of embankment to complete the 92nd Avenue fills on both sides. The Resident Engineer has prepared a detailed chart of the day by day progress of the grading work in the vicinity of 92nd Avenue. This shows that even after the pole line was raised on August 9, there was a period from August 10 to August 22, which included at least 6 workable days, when no work was done in this vicinity. The contractor does not explain why the embankment southerly from 92nd Avenue could not have been placed without the line change, nor is it really explained why equipment could not have crossed 92nd Avenue under the lines and placed embankment on the northerly side of 92nd. Our file, attached, includes pictures taken both before and after the line adjustment. It appears possible to have operated large scrapers (the overall height of a larger Caterpillar 651B is 14'2") through the area.

We recommend that the request for time extension be denied and furthermore that Granite be advised that we look to them for all our additional damages which the State may sustain by their failure to construct the embankments (in accordance with Section 108.10). Rough draft letter to the contractor for this purpose is attached.

JAB:fw
Attach.
cc V. L. Gallagher

7748

February 23, 1973

REGISTERED MAIL

Granite Construction Company
Post Office Box 900
Watsonville, CA 95076

Gentlemen:

Re: Request for Time Extension
S.E. Foster Road-S.E. Causey
Avenue Section, I-205
Contract No. 7748

Your request for additional time on Phases "A" and "C" of the subject project has been considered. A detailed day-by-day analysis of the progress of grading work in the immediate vicinity of 92nd Avenue has been made.

You have not shown why the presence of the pole line along 92nd Avenue prevented construction of the embankment on the southerly side of 92nd Avenue nor has it been shown why equipment could not have traversed under the line and across 92nd Avenue for fill placement on the northerly side. We particularly note that even after the pole line was adjusted on August 8, there were several days of what would ordinarily be regarded as prime summer construction time when there was no activity on the 92nd Avenue fills; nor has it been shown why the late availability of the small parcel of right-of-way at the corner of 92nd Avenue and S. E. Flavel Street actually affected the overall job progress. This would have no influence on the Phase "A" completion. In accordance with Section 108.09 of our Standard Specifications, a valid cause must have actually affected the time necessary for contract completion in order to justify extension. Your request for additional contract time is therefore denied at this time.

Because of your failure to complete the 92nd Avenue fills, the State has incurred additional damages over and above the daily liquidated damages which have been and are being assessed. In

accordance with Section 108.10, the State will look to you for reimbursement for all such added costs.

By this letter we are hereby also giving you written notice pursuant to Section 108.12 of the Standard Specifications that if work is not started on these fills within three days after receipt of this letter, the State will have this work performed by others and the cost therefor will be deducted from your earnings.

We are prepared to have the structures contractor proceed with placement of a minimum amount of embankment estimated at 4,000 cu. yds. to allow their work to get under way on the southbound structure. This is to advise you in accordance with Section 108.12 of the contract Standard Specifications of our intention to proceed in this manner and in accordance with this specification.

It shall be further understood that performance of this work by others will in no way relieve you of damages caused by your failure to complete your work in the time specified.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc A. E.Johnson
H. S. Coulter
C. T. Keasey
L. I. Lindas
R. N. Bothman
V. E. Skoog
L. H. Young
V. L. Gallagher
JAB:fw ms

OREGON STATE HIGHWAY DIVISION

7748

4768

FILED
FEB 22 1973
CLAY MYERS
SECRETARY OF STATE

files

HIGHWAY BUILDING • SALEM, OREGON • 97310

February 21, 1973

Cantal Incorporated
P. O. Box 68506
Oak Grove, Oregon 97268

Attention: Mrs. E. Eiseman

Gentlemen:

This is in reply to your letter of February 15 advising us that Paul I. Nelson Construction Company, subcontractor, owes you $1,374.31 plus interest for rentals of barricades, hazard warning lights, etc.

This appears to be in connection with the Granite Construction Company Contract No. 7748 for work on S. E. Foster Road-S. E. Causey Avenue Section of East Portland Freeway in Multnomah and Clackamas Counties.

The Pacific Indemnity Company and Federal Insurance Company furnished the performance bond on this contract. We will advise them of the receipt of your claim letter and we will also forward it to the Secretary of State for filing.

Please advise this office when your claim has been paid.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

NOTED
2-22-73
NOTED
C. W. HEAD

CWH:fkn

cc Pacific Indemnity Co.
240 Henry Building
Seattle, Washington

Granite Constr. Co.
P.O. Box 900
Watsonville, Calif. 95076

Federal Insurance Co.
1400 Plaza 600
Seattle, Washington 98101

Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

CANTEL INCORPORATED

Phone (503) 654-7990

P. O. BOX 68506 • OAK GROVE, OREGON 97268

February 15, 1973

Mr. Cecil Head
Secretary to Highway Commission
Room 121,
State Highway Building
Salem, Oregon 97310

Re: CANTEL INCORPORATED vs
Granite Construction Co. et al

Dear Mr. Head:

Enclosed herewith is a notice of claim against the above contractor and surety by Cantel Incorporated. It is my understanding that this form is sufficient notice of claim and that you will send a copy of the notice of claim to the Secretary of State and that you will also notify the bonding company.

If you have any questions in regards to this claim, please contact me.

Very truly yours,

CANTEL INCORPORATED

E. Wiseman

(Mrs.) E. Wiseman

RECEIVED
FEB 16 1973
STATE HIGHWAY DEPT.
NOTED
C. W. HEAD

CANTEL INCORPORATED

Phone (503) 654-7990

P. O. BOX 68506 • OAK GROVE, OREGON 97268

To:
Secretary to Highway Commission
State of Oregon
Highway Division
Room 121
State Highway Building
Salem, Oregon 97310

Secretary to State
State of Oregon
State Capitol Building
Salem, Oregon

Notice is hereby given that the undersigned, Cantel Incorporated, has a claim for rentals of barricades, hazard warning lights and related traffic control and hazard warning devices rented between July 27, 1972 and December 18, 1972, in the sum of $1,374.11, together with interest thereon at the rate of 6% per annum from January 18, 1973, until paid, against the bond taken from Granite Construction Company, a principal and Pacific Indemnity Co. and Federal Insurance Co. as sureties, Paul I. Nelson Construction Company, as a sub-contractor, Houston General Insurance Co., as their surety, for the work of constructing improvements for the State of Oregon under contract #7743, S.E. Foster Road to S. E. Causey Avenue - East Portland freeway, said rentals we made to Paul I. Nelson Construction Co, sub-contractor to Granite Construction Company, on said contract.

This notice is given pursuant to ORS Chapter 279

Dated this 15th day of February, 1973.

CANTEL INCORPORATED

By E W Wiseman
P. O. Box 68506
Oak Grove, Oregon 97268

✓cc: Secretary to State of Oregon (enclosed)
cc: Pacific Indemnity Co.
cc: Federal Insurance Co.
cc: Houston General Ins. Co.

Safe

5

7748

Salem, Oregon
January 18, 1973

U. S. Treasury Bonds
Granite Construction Company
Contract No. 7748

Mr. V. E. Skoog
Attn: Clare Palmer
Mr. C. T. Keasey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Attached are copies of a letter and a receipt from the State Treasurer advising of the receipt of U. S. Treasury Bonds of 1973 in the amount of $200,000 from Granite Construction Company in lieu of retainage on Contract No. 7748.

We have retained copies for the General Files (filed under the contract number) and in our office under the name of the contractor.

C. W. Mead, Secretary

fhm
Att.

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

January 16, 1973

Granite Construction Company
Watsonville, California 95076

Gentlemen:

Per instructions from the Department of Transportation, State Highway Department, we are enclosing safekeeping receipt number 623, dated January 15, 1973, in the amount of $200,000.00, U. S. Treasury Bonds of 1973 dated 7-22-64 due November 15, 1973, numbers 8653/54 2-@ $100,000.00 ea.

These bonds are in lieu of retainage on State Highway Contract number 7748.

Very truly yours,

JAMES A. REDDEN, State Treasurer

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: Oregon State Highway Department
Cecil Head

NOTED
C. W. HEAD

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 623

Received for Account of Granite Construction Company

Date January 15, 1973

Address Watsonville, California 95076

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
U.S. Treasury Bonds of 1973 Dated July 22, 1964 Due Nov. 15, 1973 4 1/8% Cpns. Due May 15th and Nov. 15th	8653/54	2	100,000	5	15	73	200,000.00
							200,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7748

Authority ORS 279.575

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
JAN 17 1973
OREGON
STATE HIGHWAY COMMISSION

EXECUTIVE OFFICE
301 BEACH ROAD
POST OFFICE BOX 900
AREA CODE 408 724-1011

GRANITE CONSTRUCTION COMPANY

ENGINEERING CONTRACTORS

WATSONVILLE, CALIFORNIA 95076

January 5, 1973

Oregon State Treasurer
Room 103
State Capitol
Salem, Oregon 97310

Attn: Mr. Merle Crowe, Cashier

Gentlemen:

Please refer to Section 109.09 of our contract number 7748 for grading and structures, S. E. Foster Road - S. E. Causey Avenue, East Portland Freeway, Multnomath and Clackamas.

To achieve a release of retainage we previously delivered to you Federal Land Bank Bonds with a par value of $200,000. To increase the amount of securities that you hold for this contract to a par value of $400,000 we purchased on 1/2/73 the following which should now have reached you via Brinks Air Express:

Type: U. S. Treasury Bonds
Maturity: 11/15/73
Rate: 4 1/8%
Par Value: $200,000

Please issue us your receipt for these bonds.

Very truly yours,

GRANITE CONSTRUCTION COMPANY

F. D. Moller, Jr.,
Vice President-Controller

cc: Oregon State Highway Division
State Highway Building
Salem, Oregon 97310
Attn: Mr. Floyd Query

RECEIVED
[illegible]

bc: G. M. Baldwin
F. B. [illegible]laboe
E. S. [illegible]unter
R. L. Schroeder
D. H. Moehring-Attn: John Oakes (use Prefix No. 603-2515)
L. H. Young
V. E. Skoog
F. L. Hall
H. S. Coulter
Kenneth Rolfe

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 8, 1973

7748

Clackamas County
Department of Public Works
902 Abernethy Road
Oregon City, Oregon 97045

Attn: Mr. Winston W. Kurth
Deputy Director

Dear Winston:

In compliance with your request for assistance in obtaining permanent easements along Phillips Creek, we have prepared the enclosed amendatory letter for your consideration.

The terms of this letter-agreement become effective upon signature by your Board of Commissioners.

Please examine the terms carefully and, if acceptable to you, present it to the Board of County Commissioners with your recommendation of approval. Request the Board to execute three copies, have the County Clerk attest, affix the County Seal, and return the three signed copies to this office for distribution to interested persons.

Since no further approval is required by the Highway Division, you should retain all but three signed copies for your permanent records.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Mainord
for H. S. Cox
County and City Engineer

MCH:ljt

Encl.

RECEIVED
JAN 9 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
1972

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

7748

DATE December 14, 1972

TO Mr. Frank L. Hall
Design Engineer

FROM L. L. Wallace
Bridge Design Engineer

SUBJECT Footpath and Bicycle Route Charges
S.E. Foster Rd.-S.E. Causey Ave. (I-205)
Woodburn Intch.-Hayesville (I-5)
Br. No. 13541 and 13541A
Br. No. 7802A
Br. No. 7851A
Br. No.7855B
Br. No. 7847B

NOTED
E. S. HUNTER

In reference to Victor D. Wolfe's letter of December 8, 1972, the costs chargeable to the bicycle program are as follows:

S.E.Foster-S.E.Causey Ave.	
Brs. Nos. 13541 & 13541A	$28,695
Woodburn Intch.-Hayesville	
Br. No. 7802	20,080
Br. No. 7851A	17,880
Br. No. 7855B	39,855
Br. No. 7847A	51,255

It is our understanding that no charges to the bicycle program can be made for bridges 11070A, 9112, and 9113 on the S.E. Foster Rd.-S.E. Causey Ave. project. It is J. D. McClure's decision that the walks on these structures would have been built to the width shown on the contract plans, even if provision for bicycles were not a consideration.

Detailed estimates are on file in the Bridge Section.

LLW:dh

cc A. E. Johnson
E. S. Hunter
V. D. Wolfe

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OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

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DEC 1972
FORM 6-30-X 11-67 PRINTING

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7748

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

December 13, 1972

NOTED
A. E. JOHNSON

To: MEMO TO THE FILES

SUBJECT: Meeting to Discuss Project Conditions
S.E. Foster Rd.-S.E. Causey Ave. Section
East Portland Freeway
Contract No. 7748

FROM: John H. Walker
Quality Control and Training Engineer

On December 6, 1972, a meeting was held in the Metro office with the following personnel in attendance:

From Granite Construction Company:

Guy Kachel	Project Manager
Jim Clark	Superintendent
Jim Stephens	Engineer

From Oregon State Highway Division:

H. S. Coulter	Bill Bergstedt
Dorland Swan	C. E. Layton
J. E. Holland	John H. Walker

The contractor had requested this meeting to discuss various aspects of the construction on this project. Soil conditions on the project was an item of discussion. The contractor's personnel made quite an issue that the wet conditions of excavation material throughout the construction time was a main contributing factor for the slowness in getting the fill embankments constructed. This was due to the small lifts and aerating of the soil that was necessary before placing additional material in the lifts. This, he stated was the main reason why the 92nd Avenue embankment was not completed as yet.

Considerable time was spent discussing what would be done if the subgrade materials were wet after excavation in the cut areas was down to grade. The outcome of this discussion was that this was an item that could not be resolved at this time and could not be considered until the excavations were made and it was known what the conditions of the subgrade were.

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OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

The contractor's personnel talked about the soils in the cut areas being of such character as to hold water and therefore were not free draining. They stated that the ponding on the project was caused by surface water rather than any water seeping through the soil.

The contractor's personnel also stated they felt they had proceeded to get the 92nd Avenue fills up as best they could under the existing conditions. The completing of these 92nd Avenue fills was discussed without any concrete results being set forth as to how to complete them at this time. Resident Engineer Holland was asked to check the existing fill conditions and determine the moisture content and the stability of the material as it is in place. It is remotely possible that some of the embankment material adjoining and perhaps 100 feet plus distance away from the fill ends could be dozed to the fill end and so build them up enough to allow structure work to proceed. Use of additives such as lime for stabilizing and drying might be considered if the volume of the wet material on top were not too excessive.

It appears that the items discussed and the meeting was held mainly to justify two things as we though. They were: (1) To obtain a release from the liquidated damages; and (2) To obtain a shutdown order. At this time, I would recommend against either.

JHW:fw

cc: A. E. Johnson
H. S. Coulter

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DEC 14 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7748

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE December 13, 1972

TO Victor D. Wolfe, Location Engineer
ATTENTION: James McClure

FROM Frank L. Hall
Design Engineer

SUBJECT Footpaths and Bicycle Trails for the
S. E. Foster Rd.-S.E. Causey Ave. Section
Contract No. 7748

Pursuant to your letter of December 8, 1972, we submit the following revised charges to footpaths and bicycle trails on the above-named project:

ITEM NO.	ITEM	UNIT	QUANTITY	ESTIMATED PRICE	AMOUNT
ROADWORK					
1.	Mobilization	All		10%	$ 2,890.00
16.	1"-0 Aggregate Base	Ton	320	4.50	1,440.00
17.	Class "B" Asphalt Concrete Mixture	Ton	160	8.00	1,280.00
18.	Asphalt Cement in Mixture	Ton	10	32.00	320.00
STRUCTURE					
115.	Class "A" Concrete	Cu.Yds.	7	77.82	544.74
116.	Class "AA" Concrete	Cu.Yd.	145	108.77	15,771.65
117.	Prestressing Steel	lb.	8,010	.42	3,364.20
118.	Reinforcement	lb.	37,473	.15	5,620.95
127.	Deck Seal	Sq.Yd.	243	2.00	486.00
128.	1-1/2" Electrical Conduit	Lin.Ft.	11	4.00	44.00
129.	2" Electrical Conduit	Lin.Ft.	11	5.00	55.00
					$31,816.54

Width: 8'
Length: 1,500'

Total of all contract items: $8,193,157.00
0.39% of contract in footpaths and bicycle trails.

NOTED
E. S. HUNTER

cc: E. S. Hunter
L. H. Young
C. T. Keasey
V. E. Skoog
D. A. Ridings
V. L. Gallagher

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7748

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

December 8, 1972

To: Mr. F. L. Hall
Design Engineer

SUBJECT: Footpath and Bicycle Route Charges
SE Foster Rd-SE Causey Ave (I-205)
Woodburn Int-Hayesville (I-5)

NOTED
E. S. HUNTER

The decision has been made that where sidewalks or footpaths were planned to be constructed on any given project, the only justifiable charge to the bicycle program is the additional width for the use of bicycles.

Based on this policy, on the SE Foster Road-SE Causey Avenue (I-205) Section, the only facility that can be justifiably charged to the bicycle program is the bicycle facility along the realigned Mt. Scott Boulevard. This was originally estimated at approximately $37,000.

On the Woodburn Interchange-Hayesville (I-5) Section, originally 5-foot walks were provided on the Woodburn Interchange overcrossing structure, the Brooks Interchange overcrossing structure, and the Chemawa Road Interchange overcrossing structure. Based on the aforementioned policy, the only justifiable charges to the bicycle program would be for the additional three feet of width. On the St. Louis Road overcrossing structure the total width of the sidewalk-bicycle facility should be charged to the bicycle program.

The cost of these portions to be charged to the bicycle program should be estimated in a manner which can be defended.

Would you please have someone make these determinations and advise me so that it can be incorporated in the total costs of the bicycle program to date.

Attached are copies of the previously estimated charges.

Victor D. Wolfe
Location Engineer

VDW:mc
cc E. S. Hunter
A. E. Johnson
W. J. Hart

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DEC 11 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 25, 1972

TO Mr. C. T. Keasey
Construction Engineer
B U I L D I N G

FROM Frank E. Terpin
Final Design Engineer

SUBJECT S. E. Foster Rd.-S. E. Causey Avenue Project
Contract No. 7748
Footpaths and Bicycle Trails

The following items are chargeable to footpaths and bicycle trails on the subject project.

ROADWORK

Item No.	Item	Unit	Quantity	Contract Price	Total
15.	Watering	M-Gal.	10	$ 5.00	$ 50.00
16.	1"-0 Aggregate Base	Ton	320	4.50	1,440.00
17.	Class B Asphalt Concrete Mixture	Ton	165	8.00	1,320.00
18.	Asphalt Cement in Mixture	Ton	10	32.00	320.00
82.	Type CL-6 Chain Link Fence	Lin.Ft.	1000	2.50	2,500.00
85.	Concrete Walks	Sq.Yd.	3100	6.50	20,150.00
					$25,780.00

STRUCTURES

Bridge No.	Contract Amount	Footpath Percent	Total
13541B	$270,432.00	12%	$ 32,451.00
11070A	184,150.00	21%	38,671.00
9112 & 9113	849,080.00	15%	127,362.00
			$198,484.00

TOTAL ROADWORK AND STRUCTURES $224,264.00

CGS:jh
cc: F. B. Klaboe
V. E. Skoog
C. G. Swenson
Jim McClure

NOTED
J. D. McCLURE

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DEC 5 - 1972
FORM E-30 (REV. 10-69)

FOR FILING

7748

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 1, 1972

To: MEMO TO THE FILES

SUBJECT: S.E. Foster Rd.-S.E. Causey Ave.
Contract No. 7748
Time Extension

FROM:
John A. Bond
Construction Administration Engineer

NOTED
A. E. JOHNSON

After reviewing the information presently available concerning the Granite Construction Company request for 57 days tim e extension on the 92nd Avenue fill early phase requirement (Phase "a") and a 38-day overall extension to the 420 calendar workdays allowed in the contract (Phase "c"), I believe some further information and a close analysis is necessary before an extension of time can be justified on either part of the request.

In his request, the contractor does not explain just why the presence of the PGE pole line at 92nd prohibited the placement of fill material in this vicinity on either side of 92nd. One possible factor, although it has not been mentioned to now, could have been from a safety standpoint. We will check further as to whether Workmans Comp or OSHA codes might be applicable in this situation.

Any adjustment of time here must meet the test of "actually affecting the time necessary for completion of work" as set forth in 108.09. The contractor derives his 57 days as all of the time from June 12 when the day count started to August 8 when the lines were removed. Actually, liquidated damages have already been excluded for 4 days of this interval to account for a stop work order over the July 4 holiday weekend, June 30 to July 5. We also note from the production graph just submitted by Resident Engineer Holland showing excavation and embankment progress that embankment was placed on the southerly side of 92nd as early as July 10 with several other days shown between that time and August 8 which seem to account for significant progress on the southerly side before the pole line complete removal. The graph also shows embankment placement on the northerly side in the vicinity of Station 536 to 540 in late July.

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OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

The time request was discussed in some detail with Mr. John Walker of this office this morning. Since I have to be out of the office all of next week, we have agreed that Mr. Walker will arrange a further meeting at the job site with some of our project people to review some of the pertinent factors related to this time request in more depth before we take further action.

JAB:fw

cc: A. E. Johnson
John H. Walker
H. S. Coulter - Attn: D. E. Swan

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7748

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

NOTED
A. E. JOHNSON

Salem, Oregon
December 1, 1972

To: MEMO TO THE FILES

SUBJECT: Inspection and Discussion of Conditions on S. E. Foster Rd.- S. E. Causey Avenue Section East Portland Freeway Contract No. 7748

FROM: John H. Walker
John H. Walker
Quality Control and Training Engineer

On the morning of November 17, 1972, the following personnel met at Resident Engineer J. E. Holland's office to discuss the overall project conditions, but especially the embankment approaches to the 92nd Avenue structures which will be carrying I-205 traffic over 92nd Avenue.

H. S. Coulter	Metropolitan Engineer
Dorland Swan	Assistant Metro Engineer
C. O. Fredrickson	Assistant Metro Engineer
J. E. Holland	Resident Engineer
E. L. Johnsen	Special Studies & Chief Cost Engineer
John H. Walker	Quality Control & Training Engineer

The contract specifications on the S. E. Foster Road-S. E. Causey Avenue project require that the main roadbed embankment at the end of the S.E. 92nd Avenue structures be completed not later thanAugust 31, 1972. The contract for the structures at S.E. 92nd Avenue was awarded under a separate contract to Lord Brothers on October 4, 1972. Contract provisions for these structures require that piling be driven into the fill embankments at the structure ends. Therefore, embankments at the structure ends, as far as the grading contract No. 7748 was concerned, required the early completion of August 31, 1972.

At Ed Holland's office, the progress of the project grading and drainage work was discussed as well as the manner in which the contractor, who is the Granite Construction Company, had and is presently operating. Soils types and their conditions prior to and at the different periods of construction to date were discussed. After this discussion, the group went out to inspect the project in the field.

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OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

One of the main reasons for the discussion and this inspection of the project was that it appeared the structure contractor, Lord Brothers, might possibly have reason for a substantial claim due to non-completion of the fills at the 92nd Avenue structure site as this could definitely hinder or possibly stop work from progressing on these structures. The field review shows that practically no work had been done on the structures to date. It also showed that the embankments for the structure ends at 92nd Avenue were far from completion. The fills for the southbound I-205 lanes were nearer to completion than the northbound lanes; however, it was estimated the southbound lane embankment lacked some 10 to 15 feet of embankment material and the northbound heights probably lacked somewhere in the neighborhood of 25 to 30 feet before completion.

Resident Engineer Holland estimated that some 35,000 cubic yards minimum was needed to bring the fill ends to a condition where structure work for the piling could commence. The conditions of the grading work in the area around 92nd Avenue structure site were considered by the writer to be in a very poor condition. There was no indication that the contractor had tried to maintain adequate drainage and there were numerous places where water was impounded. There had been periods of rain prior to the inspection and this no doubt contributed to the condition as it was seen.

There were some utilities on the west side of 92nd Avenue at the structure site which were not removed as soon as anticipated and may possibly be a factor in some time extension. However, from the conditions and progress of the work as it was viewed at this time, it did not appear that the contractor had made much special effort to get the embankment at the 92nd Avenue area completed as the contract stipulated. The Resident Engineer stated he had discussed this early completion of the embankment at 92nd Avenue with the contractor's personnel, but they were evidently reluctant to proceed with the excavation, embankment and haul in any other manner than that which would be considered a normal pattern for the project without the special requirement.

Grading conditions at the time of viewing were somewhat wet, but there did appear to be the possibility of using some materials from a contractor's haul road which is southerly from 92nd Avenue. The material appeared to be in a much drier condition and suitable for embankment purposes. There were also several other smaller areas that might be suitable. Engineer Holland was advised to obtain some soil samples, check for moisture, type of soils, and so forth, from the above-mentioned areas to ascertain whether this material was suitable, and if so, to further press the contractor for immediate completion of the 92nd Avenue embankments.

Another area of possible suitable granular borrow was on a hill near the Moyer Theater at 104th and Powell. The volumes and the suitability of this material may be somewhat in question, so the Resident Engineer will have this phase checked out. The status of excavation versus embankment on the project itself was discussed and it is not known at this time just how these fit as far as balance on the project is concerned. Grading is approximately 25 percent complete on the project at this time. We do not want to get caught using a borrow material and then find that excess excavation material was available on the project. Mr. Holland will check this out prior to any possible use of any borrow material. Unless the contractor on this grading project makes a concerted effort to complete the structure embankments at 92nd Avenue at an early date, we may very well be confronted with May or later completion of these fills next year. This could cause a serious setback to the structures contract and the end result could very well be a substantial claim.

Due to this possible pending claim, our Resident Engineer was advised to have his documentary data very complete as to the contractor's work, his progress, to keep a good record of weather conditions, and make a series of photos to show conditions as they happen. It appeared that the Resident Engineer does have a good record of past work, but it will need to be assembled in a chart or chronological form so as to be readily available in case it is needed at a later date.

The early completion specification for the embankments at the ends of the structures at 92nd Avenue also carries a clause of a $100 per day penalty after the specified completion date. This, under the existing conditions, seems to be a very minor penalty and it seems only reasonable that the grading contractor should be held liable for any substantiated claim costs that the structure contractor proves are attributable to the grading contractor's negligence in performing his contractual agreements.

JHW:fw

cc: A. E. Johnson
H. S. Coulter
J. E. Holland

safe

7748

Salem, Oregon
November 21, 1972

Federal Land Bank Bonds
Granite Construction Company
Contract No. 7748

Mr. V. E. Skeag
Attn: Clare Palmer
Mr. C. T. Keasey
Attn: John Rand
Mr. L. E. Young
Attn: Vince Gallagher

Attached are copies of a letter and a receipt from the State Treasurer advising of the receipt of Federal Land Bank Bonds in the amount of $200,000 from Granite Construction Company in lieu of retainage on Contract No. 7748. Also attached is a copy of a letter from Granite Construction Company to the State Treasurer dated November 2 concerning these bonds.

We have retained copies for the General Files (filed under the contract number) and in our office under the name of the contractor.

C. W. Head, Secretary

fhm
Att.

State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

November 17, 1972

Granite Construction Company
Watsonville, California 95076

Attn: F. D. Moller Jr.

Gentlemen:

Per instructions from the Oregon State Highway Division we are enclosing safekeeping receipt number 570 dated November 16, 1972, in the amount of $200,000.00, covering Federal Land Bank Bonds dated 10-20-71, due July 22, 1974, 5.85%.

These bonds are in lieu of retainage on State Highway contract number 7748.

Very truly yours,

ROBERT W. STRAUB, State Treasurer

By

Merle Crowe, Cashier

MC: kf
Encl.

cc: State Highway Department, Cecil Head

NOTED
C. W. HEAD

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

№ 570

SAFEKEEPING RECEIPT

Received for Account of Granite Construction Company

Date November 16, 1972

Address Watsonville, California 95076

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Federal Land Bank Bonds	1329K	1	100,000	1	22	73	100,000.00
	3377H/3385E	9	10,000	1	22	73	90,000.00
Dated Oct. 20, 1971 Due July 22, 1974	656F 2159K	2	5,000	1	22	73	10,000.00
5.85%							
Series A-1974							200,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract 7748

Authority Chapter 746 O.L. 1971

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

EXECUTIVE OFFICE
301 BEACH ROAD
POST OFFICE BOX 900
AREA CODE 408 724-1011

GRANITE CONSTRUCTION COMPANY

ENGINEERING CONTRACTORS

WATSONVILLE, CALIFORNIA 95076

November 2, 1972

Oregon State Treasurer
Room 103
State Capitol
Salem, Oregon 97310

Attn: Mr. Merle Crowe, Cashier

Gentlemen:

Please refer to Section 109.09 of our contract number 7748 for grading and structures, S.E. Foster Road - S. E. Causey Avenue, East Portland Freeway, Multnomah and Clackamas Counties.

To achieve a reduction in retainage we have purchased the following securities from Bank of America:

Type: Federal Land Bank Bonds
Issued: October 20, 1971
Matures: July 22, 1974
Rate: 5.85%
Par Value: $200,000

These securities will be delivered to you by Brinks Air Express on or about November 8, 1972.

We understand that the retainage for contract 7748 will be reduced on the next progress payment.

Please let us know if there are any questions.

We will appreciate an acknowledgement when you receive these securities.

Very truly yours,

GRANITE CONSTRUCTION COMPANY

F. D. Moller, Jr.,
Vice President-Controller

RECEIVED
NOV
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

cc: As attached

cc: Oregon State Highway Division
State Highway Building
Salem, Oregon 97310
Attn: Mr. Floyd Query

Mr. Howard F. Fletcher, Jr.
Bank of America
Box 37003
San Francisco, Ca 94137

SAN FRANCISCO OFFICE:
Box 37003
San Francisco, California 94137
Telephone (415) 622-6337
Teletype (910) 372-7900

BANK OF AMERICA
Bank Investment Securities Division

CONFIRMATION AND STATEMENT

LOS ANGELES OFFICE:
Box 30349
Los Angeles, California 90030
Telephone (213) 683-4191
Teletype (213) 683-0401

TRADE DATE 10-30-72

SETTLEMENT DATE 11-08-72

GRANITE CONSTRUCTION COMPANY
ATTN. FRANK MOLLER, CONTROLLER
P.O. BOX 900
WATSONVILLE, CALIFORNIA

WE CONFIRM SALE TO YOU OF THE SECURITIES DESCRIBED BELOW

FEDERAL LAND BANK Bonds

DATE OF ISSUE 10-20-71

RATE	PAR VALUE	MATURES	BASIS
5.85	200,000.00	07-22-74	100

PRINCIPAL	INTEREST	TOTAL
200,000.00	3,445.00	203,445.00

7/22/72 - 11/8/72

TR NO 0037
HFF
313513 CF8
DELIVER TO OREGON STATE TREASURERS OFFICE RM 103
STATE CAPITAL SALEM OREGON 97310
ATTN. MERLE CROWE
CHG DELIVER CHGS
CHG 345-2

Bonds

If this confirmation is not in accordance with your understanding, please notify us immediately.

200,000

RECEIVED
NOV 6 19[illegible]
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
STATE HWY ENGR
NOV 17 72
REFER TO

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING 7748

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

November 17, 1972

Clackamas Water District
P.O. Box 67
Clackamas, OR 97015

ATTENTION: Mr. F. H. Whitfield
General Manager

RE: Temporary By-pass Installation
SE Foster-SE Causey Avenue Sec.
East Portland Freeway, I-205
Multnomah & Clackamas Counties
Project No. I-205-7(24)304

Gentlemen:

Your estimate and sketch for the temporary by-pass of your 18-inch water main at two locations, as submitted with your letter of October 4, 1972, have been approved by the State and the Federal Highway Administration. This will confirm our verbal authorization to proceed with the work as of September 27, 1972.

By a copy of this letter, Mr. Jack Hesla, Metro Utility Engineer, is instructed to contact our Resident Engineer for the subject project and assist in making necessary final arrangements with the State's contractor for the accomplishment of the relocation on an extra work basis as part of the State's contract work.

The State will request its contractor to keep a separate accounting of this portion of the relocation of your facilities required to accommodate this project.

Very truly yours,

T. W. Litchfield
Railroad and Utility Engineer

by Jack M. Cartwright

Jack M. Cartwright
Utilities Office Engineer

JMC:jly

bc: ~~F.~~ B. Klaboe
G. L. Green
V. L. Gallagher
R. N. Chase
V. E. Skoog w/att.
H. S. Coulter "
J. E. Holland "
D. R. Adams "
Jack Hesla "

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DEC 14 1972
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STATE COPY

11-8-72

FORM PR-33D (REV. [illegible])

cc OSHD (A E Johnson) File 439
Region (3 cys) STATEWIDE INSPECTION-IN-DEPTH REPORT
Wash DC (PPM 20-6.1)
Financial Manager

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

cnt

77-18

(Check appropriate box) ☐ ORIGINAL INSPECTION REPORT ☐ FOLLOWUP REPORT

REGION	DIVISION	COUNTY	PROJECT NUMBER
10	Oregon	Multnomah & Clackamas	I-205-7(24)304

DATE OF INSPECTION	ITEM(S) INSPECTED	REPORT OR CONTROL NUMBER
November 8, 1972	Equal Employment Opportunity	1035-72-FID(12)5

INSPECTION MADE BY
P. E. O'Neil-Asst Area Engineer

IN COMPANY WITH
H. D. Glenn, EEO Engineer
C. Frederickson, Asst Metropolitan Engr
E. Holland, Resident Engineer

REPORT PREPARED BY
P. E. O'Neil, Asst Area Engineer

CONTRACTOR (Name and address)
Granite Construction Company
Watsonville, California

CONTRACT AMOUNT
$ 8,193,157.00

TIME ELAPSED 32 %

WORK COMPLETED 38 %

QUALITY
Satisfactory
Satisfactory

LOCATION
I-205 from S. E. Foster Road south 2.7 miles.

COPY SENT

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTIONS TAKEN

DEC 04 1972
REGIONAL OFFICE

11 Copies on Buff 12-7-72

S. E. Foster-S. E. Causey Avenue Section
East Portland Freeway
Grading and Structures

1. SCOPE

This inspection-in-depth is part of a statewide inspection on equal employment opportunity. This inspection was to review the effectiveness of the Oregon Highway Division implementation and administration of FHWA Order Interim 7-2(1) and 7-2(2) on Federal-aid projects.

2. SUMMARY OF FINDINGS

a. The State has not received a complete training program from the prime contractor. Portions have been submitted but two subcontractors have not submitted their training program to date.

b. The contractor was delinquent in furnishing his required quarterly reports.

c. The State has not devised a system to keep track of the trainees in the resident engineer's office to date.

d. No trainee has been interviewed since the contractor has not provided the State with the training program.

e. The State lacks unified instructions to the field engineers concerning

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED (more)

12-5-72 11 cpys

the EEO program and specifically the training portion of the EEO program.

3. Recommendations and Actions Taken

The State conducted a compliance review the same day that we conducted this inspection-in-depth and at the compliance review the contractor was informed of his deficiencies concerning the training program and delinquency in furnishing the required reports. It is recommended that the State initiate a method to insure prompt submission of the training program and other documents.

The State is in the process of updating their instructions to the resident engineers and should have them issued in the near future.

The resident engineer was informed of the requirement of maintaining records on the trainees. The resident engineer and his staff assured us they would devise a system to keep track of the trainees and conduct the required interviews.

A followup review will not be required on this project; however, a followup review will be made on the central office.

Attached to the Division copy of this inspection report are backup notes for this inspection.

RECEIVED
STATE HWY ENGR
DEC 5 '72
REFER TO
FOR

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, OR 97308

RECEIVED
NOV - 9 '72
FOR FILING

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: November 7, 1972

In reply refer to: 10-35-DA

7242

FROM : Mr. G. L. Green, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(24)304
S.E. Foster Road - S.E. Causey Ave.
State Force Order No. 1
Total Estimated Amount of the Order - $1,805.30
Federal Participation - $1,624.77

Reference is made to Mr. Young's letter of October 27, concerning the subject order.

The use of State Forces is approved as being in the public interest under provision of PPM 21-6.2 for the following reasons:

1. The contractor is neither properly equipped nor staffed to perform the work contemplated under the order.

2. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

Striping to be performed should be in conformity to the requirements of the Manual on Uniform Traffic Control Devices and will thus be eligible for participation under the provisions of Paragraph 6 of PPM 21-15.

Federal participation will be based on the agreed unit price for striping. The estimated total costs of the work to be done under this order is $1,805.30 with Federal participation of $1,624.77.

Enclosure
State Force Order No. 1

RECEIVED
STATE HWY ENGR
NOV 9 '72
REFER TO
FOR

11-9-72
Yzuri

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
NOV 7 - 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7748

DATE November 6, 1972

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

Federal-aid Project
No. I-205-7(24)304

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7748, Extra Work Order No. 5 supplemental

Project S.E. Foster Rd.-S.E. Causey Ave.

Highway East Portland Freeway

Counties Multnomah and Clackamas

This supplemental order covers the additional cost to complete the removal of an existing manhole and the installation of a new one right of Railroad Station 490+51.9. Additional work above that original estimate was required due to the need to relocate an existing 6-inch service line to the sewer.

Copies of the Engineer's letter of explanation are attached.

The original order covering this work was approved by your office effective June 30, 1972.

This additional work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on October 20, 1972.

Your approval as of June 30, 1972, approval date of the original order, is requested.

BMW:pr
Attach.

RECEIVED
NOV 7 - 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7748

DATE November 6, 1972

TO G. L. Green, Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project
No. I-205-7(24)304

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7748, Extra Work Order No. 6 supplemental

Project S. E. Foster Road-S. E. Causey Ave.

Highway East Portland Freeway

Counties Multnomah and Clackamas

This supplemental order covers the additional cost to complete the removal and replacement of an 18-inch sewer line at the crossing of the Johnson Creek outfall and 92nd Ave. Due to difficulties in working around the existing utilities in the work area more time and work was required than originally estimated.

Copies of the Engineer's letter of explanation are attached.

The original order covering this work was approved by your office effective August 24, 1972.

This additional work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on October 20, 1972.

Your approval as of August 24, 1972, the approval date of the original order, is requested.

BMW:pr
Attach.

RECEIVED
NOV 7 - 12
FOR FILING

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Gracen, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE November 6, 1972

Federal-aid Project
No. I-205-7(24)304

FROM ORIGINAL SIGNED BY
R. D. ASBURRY

L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7748, Extra Work Order No. 8

Project S.E. Foster Rd.-S.E. Causey Ave.

Highway East Portland Freeway

Counties Multnomah and Clackamas

This order covers the cost for preparing the Johnson Creek Temporary Channel Change for Stone Embankment Material. The Stone Embankment Material will be furnished and place under Price Agreement Number 6.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on September 28, 1972.

Your approval as of September 28, 1972 is requested.

BMW:pr
Attach.

UTILITY UNIT
OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

7748

RECEIVED
STATE HWY ENGR
NOV 1 '72
REFER TO
FOR
Info | ves | R/D | D/R | Sign | Act | File

November 1, 1972

C. L. Green, Division Engineer
Federal Highway Administration
477 Cottage Street NE
Salem, OR 97301

RE: Temporary Bypass Installations
Clackamas Water District
SE Foster Rd.-SE Causey Ave. Section
East Portland Freeway, I-205
Multnomah & Clackamas Counties
Project No. I-205-7(13)300

Dear Sir:

Attached hereto are two copies of an estimate and sketches for the installation of temporary bypass water mains to allow the construction of the Southern Pacific Transportation Company overcrossing structure and the 92nd Avenue detour.

The cost of these temporary adjustments will be at State expense pursuant to the terms of ORS 366.321.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b(1)(b) of FPM 30-4 as the adjustments are temporary and involve crossings of the project.

There will be no betterment derived from the proposed adjustment of the District's facilities.

Your approval of these adjustments, to be performed as Extra Work by the State's contractor, and confirmation of your advanced authorization, to proceed with the work as of September 27, 1972, under the provisions of FPM 30-4 and 30-4.1 is requested.

Very truly yours,
ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

Att.
JMC:jly

bc: F. B. Klaboe; R. N. Chase; V. L. Gallagher

RECEIVED
OCT 27 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE October 27, 1972

TO G. L. Green, Acting Division Engineer
~~A. E. Simpson, Division Engineer~~
Federal Highway Administration

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. I-205-7(24)304

SUBJECT Request Change Order Approval

Contract 7748, State Force Order No. 1

Project S.E. Foster Road-S.E. Causey Avenue

Highway East Portland Freeway

Counties Multnomah and Clackamas

This Order covers the cost of temporary and permanent striping on reconstructed streets and roads crossing the freeway which have been disrupted by construction.

The contractor is neither properly equipped nor staffed to perform the work contemplated under this order. The State has the necessary special striping equipment and trained personnel to perform the work most economically.

The striping will conform to the standards of the Manual on Uniform Traffic Control Devices as required for participation under the provisions of Para. 6 of PPM 21-15.

Federal participation will be based on the agreed prices for striping. A portion of this work has been performed and will be non-participation amounting to $207.00. The estimated cost of the participating work under this order is $1,805.30 with Federal participation of $1,624.77. Reimbursement on an agreed unit price is requested.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer, October 10, 1972.

Your approval as of October 10, 1972 is requested.

Attach.

BW:ed

RECEIVED
OCT 12 1972
FOR FILING

7748

Foster Conway-

October 11, 1972

Mr. Harold F. Juedes
Secretary-Treasurer
Southgate Community Council
7400 S.E. Thompson Road
Milwaukie, Oregon 97222

Dear Mr. Juedes:

This will acknowledge receipt of your recent letter signed by you and Mr. Joe Monaco, Chairman, in behalf of the Southgate Community Council concerning a problem created by noise and dust from motorcycles using the highway right-of-way where Highway 205 is being constructed in the vicinity of 91st Avenue between the Multnomah County Line and Sunnyside Road. You have indicated that this motorcycle activity is during the evening and night time hours and on Saturdays and Sundays.

We have discussed this with the Department of State Police and they have indicated they will cooperate in attempting to stop this nuisance. They have asked that on occurrence, you contact Captain William C. Flippo at the Milwaukie District State Police Office phone 654-6553.

We appreciate the fact your community is most tolerant of the noise and dust created by our construction project and agree that you should not be required to put up with other nuisance conditions caused by irresponsible use of our highway right-of-way.

If you have further problems in this regard, please do not hesitate to contact this office

Very truly yours,

Tom Edwards
State Highway Engineer

cc: The Hon. Tom McCall
Governor of Oregon

Mr. John A. D'Angelo
Deputy Superintendent
Department of State Police
Salem, Oregon 97310

Captain William C. Flippo
District No. 1 Headquarters
Department of State Police
P. O. Box 22045
Milwaukie, Oregon 97222

bc/enc. G. M. Baldwin
F. B. Klaboe
C. T. Keasey
L. W. Rulien
Scott Coulter

AEJ:ja dps

SOUTHGATE COMMUNITY COUNCIL

REFERRED TO
Admin-
BY SECRETARY

Joe Monaco- Chairman
LeRoy Jaeger-Vice Chairman
Harold F. Juedes-Secretary-Treasurer
7400 S.E. Thompson Rd. - Milwaukie Ore-97222
BOARD OF DIRECTORS

Virginia Blakeslee
Art Meger
Ben Gasatis

Jon Petersen
Larry Knuisen

Capt wm C. Flippo
654-6553.

State Highway Commission
State Highway Building
Salem, Oregon-97310

RECEIVED
OCT 10 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

Dear Sir:

The Southgate Community Council is a non-profit organization made up of a Board of Directors, elected by the people living in our area known as the Souihgate area . Our main function is to look after the welfare and well being of the people that reside here.

Now, here is our problem. The Hgwy 205 that is being construct-ed near our homes in the vicinity of 91st Ave ,between the Mulinomah County line and Sunnyside Rd. creates a lot of noise and dust. Of aouse we are not complaining about this, because we realize that this is progress and we must put up with this .However when the work day is over must we put up with the motorcycle riders all hours of the night and on Saturdays and Sundays . The noise and dust from the Motorcycles is much worse than the noise from the machinery used for building the Highway. We have called the local highway dept. All they give us are flimsy excuses . We call the State Police and the County Sherif' Office and they tell us that nothing can be done because the property is not posted , No one seems to know who is responsible for what,Now Ladies and Gentlemen , we as a group of Tax payers and honest Citizens would like to know whose responsibilities it is in this case . We def-initely want this foolish motorcycle menace stopped . We are even un-able to sleep at night due to this noise and unnecessary dust ,This is a menace to our health . Talk about polution?

We would appreciate your cooperation in this matter.

CC-Governor McCall
State Police
Clackamas County Sheriff
Senators-Groener
Eivers
Representatives
Pynn
Martin
Thornton
Henderson

Thank you,

RECEIVED
OCT 6 972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

Sincerely yours,

Joe Monaco, Chm.
Joe Monaco

Harold F, Juedes, Sec.
Harold F. Juedes

RECEIVED
SEP 27 1972
FOR FILING

1742

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE September 20, 1972

TO Ed Hardt
Metropolitan Bridge Construction Engineer

FROM R. W. Ellison R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT S. E. Foster-S. E. Causey Ave Section
E. Portland Fwy.
Contract 7748
Sub-Standard Metal Reinforcement

Oregon's steel rolling mills have produced and Mercer Steel Company has supplied low strength metal reinforcement to the subject project. This reinforcement consists of No. 14 Bars rolled from Heat No. B3111.

Ten of the No. 14 Bars (24'6" long) incorporated in the footings for Bent 3 of the I-205 Overcrossing of Johnson Creek (Bridge No. 13541A) are from this heat.

Please tell us the remedy proposed by the contractor to rectify this deficiency. The cost of such remedy is to be borne by the contractor or his supplier.

Please check other bridge projects under your jurisdiction for possible inclusion of metal reinforcement from this sub-standard heat.

RWE/ag

cc: A. E. Johnson
John Howard
J. Jenkins
L. L. Wallace
R. J. Wright
A. A. Rear
H. A. Schell-FHWA

RECEIVED
SEP 21 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

S

FORM
1972

7748

September 6, 1972

TO C. L. Green, Acting Division Engineer
Federal Highway Administration
ORIGINAL SIGNED BY
R. D. ASBURRY

FROM L. H. Young
Programing Engineer

Federal-aid Project
No. I-205-7(24)304

SUBJECT Request Change Order Approval

Contract 7748 Extra Work Order No. 6

Project S. E. Foster Rd.-S.E. Causey Ave.

Highway East Portland Freeway

Counties Multnomah and Clackamas

This order covers the cost to remove and relay an existing 18-inch sewer line which is in conflict with the installation of the 72-inch storm sewer located on the east side of 92nd Avenue. This work is necessary as the contract plans did not show a conflict between these two pipes. A concrete manhole will be constructed to lower the existing sanitary sewer as the grade of the storm sewer is so flat that adjustment is not possible.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer August 24, 1972.

Your approval as of August 24, 1972 is requested.

Attachments

BMW:js

RECEIVED
SEP 11 1972
FOR FILING

7748

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE: September 1, 1972

TO: G. L. Green, Acting Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project No. I-205-7(24)304

FROM: George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT: Request Change Order Approval

Contract 7748 State Force Order No. 1

Project S.E. Foster Rd. - S.E. Causey Ave.

Highway East Portland Freeway

County Clackamas

The Order covers improving the Phillips Creek Channel as an outfall for storm water run-off from this project. The work will be performed in conjunction with sanitary sewer construction under contract by Clackamas County. It is in the public interest for the work to be performed as a portion of this project since the channel work is an integral portion of the overall sewer project planned by the County.

This work conforms to the requirements of PPM 21-6.2 as required for Federal participation. The agreed lump sum cost for the work to be done under this order is $332,394 with Federal Participation of $299,155.

This work was tentatively recommended for approval by the Federal Highway Administration Division Engineer on June 27, 1972.

Your approval as of June 27, 1972 is requested.

Attachments

JK:kds

FORM E-30 (REV. 10-69)

7276
7748

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 30, 1972

SUBJECT: Fremont Bridge Repair
Contract #7276
S. E. Foster-S. E. Causey
Contract #7748
S. E. Causey-Gladstone
Contract #7660

To: Mr. A. E. Johnson
Asst. State Highway Engineer
O F F I C E

We would like Ed Rief to cover three projects on his next trip to California, August 31 and September 1.

Cyclone Fence in Oakland is producing 35,000 lin ft of chain link fence fabric for S.E. Foster-S.E. Causey, Contract #7748. They have requested that the material be inspected and tested before shipment to avoid the resampling and retesting problems which occurred on the S.E. Causey-Gladstone project. The first part of the shipment will be ready this week. Ed Rief can inspect and sample while he is in the vicinity in connection with the Fremont job.

Marwais Steel in Los Angeles (Fontana) is producing lighting standards for S.E. Causey-Gladstone, Contract #7660. This is the first job for Marwais using basic units manufactured in France with final fabrication in California and they asked, several weeks ago, that Ed Rief come down and inspect their first units of production when they were ready. I was informed yesterday that they will be ready Thursday.

The Fremont Bridge trip involves general inspection and a check on the status of the crack in the Lukens plate.

Estimated cost of the trip, to be charged to 626-1013-900, $117.75; 603-1017-900, $48.00; 603-1020-900, $42.00:

Air fareto Ontario and San Francisco, California and return	$136.00
Lodging, one night	15.00
Meals	14.75
Ground Transportation, Phone	42.00
	$207.75

We request authorization for this trip.

JOHN C. JENKINS
Engineer of Materials & Research

cc: H. S. Coulter
R. D. Cunningham
R. T. Heinz
J. E. Holland
E. J. Rief

RECEIVED
AUG 31 1972
FOR FILING

7-748

August 29, 1972

Mr. Francis F. Yunker
Attorney at Law
618 Executive Building
811 S. W. 6th Avenue
Portland, Oregon 97205

Dear Sir:

Your letter of August 24 concerning a client whose vehicle was damaged by obstructions in S. E. Hinkley Street has been brought to my attention.

This project, the S. E. Foster Road-S. E. Causey Avenue Section of the East Portland Freeway, is under contract to the Granite Construction Company, P. O. Box 900, Watsonville, California 95076. This company is the prime contractor on this project, and in addition to their home office, they do have a project office at 9100 S. E. Fuller Road, Portland 97266.

There are a number of subcontractors working under this prime contractor on this project, and since you give no indication in your letter of the type of work involved or the stage of the work, I am unable to determine whether or not any subcontractor might also be involved. This can be determined by contacting the Granite Construction Company at either their local project office or the home office in California.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

cc: F. B. Klaboe
A. E. Johnson
C. T. Keasey
L. W. Rulien

CTK:fw dns

FRANCIS F. YUNKER
ATTORNEY AT LAW

DARRELL E. BEWLEY
ASSOCIATE

NEW ADDRESS:
618 EXECUTIVE BUILDING
811 S. W. 6th AVENUE

509 JACKSON TOWER
806 S.W. BROADWAY
PORTLAND, OREGON 97205
PHONE 223-7149

August 24, 1972

REFERRED TO
Admin
BY SECRETARY

RECEIVED
STATE HWY ENGR
AUG 25 72
REFER TO
Kvasey
FOR
Info | News | RID | DIR | Fctn | Act | File

State Highway Department
Salem, Oregon

Gentlemen:

I represent a client whose vehicle was severely damaged by reason of obstructions placed upon S. E. Hinkley Street between Fuller Road and S. E. 92nd Avenue in Clackamas County.

The obstructions were apparently placed by the contractors constructing the new Interstate Freeway at that point.

I am having difficulty determining which contractor of the many involved was responsible for maintaining this roadway. I had understood it was the Granite Construction Company and I would appreciate hearing from you as to whether this is correct.

Yours very truly,

Francis F. Yunker

FFY:mf

Routing
Kessey
Bond
Walker
Johnson
Peete
Glenn
Lichtenfeld
Berg

RECEIVED
AUG 28 1972
CONSTRUCTION
SECTION

RECEIVED
AUG 25 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED
AUG 25 1972
OREGON
STATE HIGHWAY COMMISSION

RECEIVED
AUG 29 1972
FOR FILING

7748

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE August 29, 1972

TO MEMORANDUM TO THE FILE

FROM L. H. Young

L. H. Young, Programing Engineer

SUBJECT Contract Authorization
SE Foster Rd.-SE Causey Ave. Sec.
Phillips Creek Channel Improvement
Project No. I-205-7(24)304
Contract No. 7748; Prefix 603-1020

On August 8, 1972, the Highway Commission approved a letter form agreement covering improvements of the Phillips Creek Channel, the method to be employed for payment, and authorization of payment to Clackamas County for the State's share of the work. The FHWA approved the agreement on August 17, 1972.

Based on the approval and authorization and the following background information, the contract authorization should be increased by $332,394 to cover payments to Clackamas County for the work to be performed under their contract as covered in the agreement.

Payment to Clackamas County is to be made under S.F.O. on an agreed lump sum basis, 25% or $83,098 upon Clackamas County's award of contract. Progress payments based on regular progress reports not to exceed the agreed lump sum of $332,394.

The Phillips Creek watershed consists of 608 acres of rolling terrain, of which 45 acres lie within the highway corridor. The present channel will not contain all the runoff and is subject to some minor flooding that affects the adjacent property during heavy storms.

The total area drained by Phillips Creek has not been altered by the highway construction, but the time of concentration of storm water has been changed and this will result in an anticipated delivery of 174 cfs at the Otty Road outfall. This is an increase of 74 cfs over the estimated ditch capacity.

Two alternate plans were studied to take this additional runoff. The first was a closed system along the easterly side of 82nd Avenue from Otty Road to Southgate Street. The estimated cost for this alternate was $775,000. The second was to improve the existing channel of Phillips Creek as part of a proposed sanitary sewer project to be contracted by Clackamas County. This involved revision of the existing Phillips Creek structures at the two crossings of 82nd Avenue. The estimated cost of this alternate is $541,000. The work improvement of the channel adjacent to the proposed sanitary sewer will be performed most economically as part of the sewer project. Clackamas County agreed to include the channel work as part of their contract but asked that it be based on a fixed sum basis to avoid the complications of unbalanced bidding. The consultant firm of Cornell, Howland, Hayes and Merryfield prepared detailed plans that were reviewed and approved by the Oregon Highway Design Section. The fixed sum of $332,394 agreed upon with the County for the channel work was based on quantities verified by the Design Section and priced on unit costs furnished by the Oregon Highway Cost Analysis Section.

DAR:bb

cc: A. E. Johnson
E. S. Hunter
V. E. Skoog
C. T. Keasey
H. S. Coulter
W. J. Hart
J. D. Howard
C. G. Swenson
R. N. Chase
V. L. Gallagher

DEPARTMENT
SEP 3 - 1972
FOR FILING

7748

5h
8-8-72

Salem, Oregon
August 14, 1972

Clackamas Water District
agreements

MISC. CONTRACTS and
AGREEMENTS No. 4552

Mr. C. T. Keasey
Construction Engineer

Attention: Ted Litchfield

Attached for further handling are two agreements (one each fully executed and one each conformed) with the Clackamas Water District covering relocation of water facilities which conflict with construction of S. E. Causey Avenue-Gladstone Interchange Section and the S. E. Foster Road-S. E. Causey Avenue Section on I-205.

It is my understanding that you will transmit the fully executed copies to the Water District and will retain the conformed copies for your files. We have retained a fully executed copy of each agreement for the Commission's files.

Floyd Query, Secretary

fkn
Att.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 19, 1972

TO Oregon State Highway Commission

FROM ORIGINAL SIGNED TOM EDWARDS
Tom Edwards
State Highway Engineer

SUBJECT Clackamas Water District Agreement
SE Foster Rd.-SE Causey Ave. Sec., I-205

AGENDA
5 fv

On the agenda for the August 8 meeting will be an agreement between the State and Clackamas Water District covering the relocation of water facilities which conflict with construction of the subject section of the East Portland Freeway in Multnomah and Clackamas Counties.

The work consists of installing approximately 950 feet of 18-inch water main, 2550 feet of 24-inch water main and related fittings and is to be accomplished by the State's contractor on an Extra Work basis at an estimated cost to the State of $101,500. Upon completion of the installation and acceptance by the District, the District shall perform all structural and operational maintenance of the water facilities.

The State will provide the District with a pipe line permit for the operation of the District's facilities lying within highway right-of-way.

I recommend your approval and request authorization for the Secretary to sign the agreement for and on your behalf.

Plan agenda

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
V. E. Skoog
C.T. Keasey
T. W. Litchfield
Gary Ross
Gary Sund
JMC:dl cg

(A)
1 COPIES TO BE SIGNED

NOTED
FLOYD QUERY

RECEIVED
SEP 6 - 1972

FOR FILING

7748

5 f

8-8-72

August 14, 1972

Clackamas County
Public Works Department
902 Abernethy Road
Oregon City, Oregon 97045

MISC. CONTRACTS and
AGREEMENTS No. 4557

Gentlemen:

Attached for your records are two agreements for improvement of Phillips Creek channel to accommodate storm run-off generated by construction of the Foster Road-Causey Avenue Section of I-205.

We have retained fully executed copies of each agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att. 2
(fully executed copies) of each one

cc H. S. Cox
(conf. agrees. att.)

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
ORIGINAL SIGNED TOM EDWARDS
State Highway Engineer

SUBJECT **Phillips Creek Drainage Agreement**
Foster Rd.-Causey Ave. Sec., I-205

AGENDA
AUG 81972
57

Following several months of negotiations between officials of the Federal Highway Administration, the State Highway Division and Clackamas County, agreement has been reached as to the method to be employed for improvement of the Phillips Creek channel to accommodate storm run-off generated by construction of the Foster Road-Causey Avenue Section of I-205.

Two agreements were required due to the County being unable to obtain the necessary permanent easements at no cost. The State has agreed to disburse funds estimated at between $60,000 and $75,000 for acquisition of these easements, reserving the right to approve the County's appraisals. The second agreement concerns actual construction of the improved channel at a cost of $332,394. Provisions of this agreement stipulate that, upon being notified of a contract award by the County, the State shall deposit 25 percent ($83,098) of the agreed lump sum with the County, and thereafter make payments to the County on a work progress basis. State's payments will not exceed the agreed lump sum. Both of these agreements have approval of the Federal Highway Administration and the funds are eligible for Federal Interstate participation.

This plan was determined to be the most feasible and economical when alternates were compared. The Phillips Creek watershed consists of 608 acres of rolling terrain, of which 45 acres lie within the highway corridor. Highway construction will not alter the total area drained by Phillips Creek, but the time of concentration of storm water will be changed, causing severe flooding of property unless the existing channel is improved to provide additional capacity. The total estimated cost, including some work by the State, for this channel improvement is $541,000.

Jean
Agenda

(A)
6 COPIES TO BE SIGNED

NOTED
FLOYD OUERY

The second most feasible plan studied was a closed system along 82nd Avenue. The estimated cost of this alternate was found to be $775,000. While a closed system would be desirable, the $234,000 additional cost over an open channel cannot be justified.

The improvement of the Phillips Creek channel can be accomplished most economically by including the work in Clackamas County's sanitary sewer project, which will be in the same corridor. Clackamas County agreed to include the channel work as a part of their contract, but requested that it be based on a lump sum basis to avoid the complications of unbalanced bidding. The agreed lump sum amount of $332,394 is based on quantities verified by the Design Section and priced on unit costs furnished by the Cost Analysis Section.

This matter will be presented for your consideration at the August 8 meeting. We recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

bc: Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
L. H. Young
V. E. Skoog
D. H. Moehring
F. L. Hall
V. D. Wolfe
C. T. Keasey
H. S. Cox
H. S. Coulter
Gary Ross
Gary Sund
MCH:ljt cg

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 20, 1972

SUBJECT: Phillips Creek Drainage Agreements
Foster Road-Causey Avenue Section
East Portland Freeway, No. 64 (I-205)
Clackamas County

To: Mr. E. S. Hunter
Assistant State Highway Engineer

BUILDING

Attached hereto are four signed copies each of two related letter-form agreements concerning acquisition of permanent easements and construction costs for improvement of the Phillips Creek channel to accommodate storm water along a portion of I-205.

We have received prior approval of these agreements from the Federal Highway Administration and the expenditures are eligible for Interstate fund participation. The cost of acquiring easements has been estimated to be $60,000 to $75,000 and construction items are to be on a lump sum basis not to exceed $332,394. Clackamas County will open bids for this work on August 2, 1972.

Also attached is a suggested draft of a letter that may be used for presentation to the Highway Commission.

Please review the provisions of the agreements and, if all is in order, have this matter included in the agenda for the August 8 Highway Commission meeting.

Mainor
Mainor C. Holmes
Office Engineer
County and City Section

RECEIVED
JUL 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 21 1972
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

MCH:lat
Att.

F. Edwards
ESH

SP 52478-734

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

8-1-72

FOR FILING

FROM: G. L. GREEN, ACTING DIVISION ENGINEER, SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. 1-205-7(13)300
	ITEM NO. XQ 1-543	STATE PROJECT NO. ~~CLACKAMAS RIVER TO WASHINGTON STATE LINE~~ Foster - Carney
		COUNTY NAME MULTNOMAH & CLACKAMAS
		PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

7748

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

8-4-72
REFERRED TO
Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	JUNE 28, 1972	INTERSTATE ROUTE 205 / EAST PORTLAND FREEWAY ROUTE 64

GENERAL LOCATION:

YOU ARE AUTHORIZED TO PROCEED WITH ACTUAL ADJUSTMENTS FOR BARWELL PARK WATER DISTRICT'S WATER FACILITIES RELOCATION EFFECTIVE JUNE 28, 1972. REIMBURSEMENT ON AN ACTUAL COST BASIS ESTIMATED TO BE $13,359.20 IS APPROVED.

GENERAL DESCRIPTION OF WORK:

NOTED
TOM EDWARDS

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [X] OTHER (Specify) UTILITY ADJUSTMENTS

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

OUR PROGRAM MEMORANDUM DATED 7-18-68 AUTHORIZED YOU TO PROCEED WITH PREPARATORY WORK FOR ALL UTILITY ADJUSTMENTS TO BE INCLUDED IN THE CONSTRUCTION PHASE OF THE SUBJECT PROJECT, EFFECTIVE ON THAT DATE. APPROVAL AND PARTICIPATION FOR THE ELIGIBLE PORTION OF THE WORK AUTHORIZED ABOVE IS SUBJECT TO THE PROVISIONS OF PPM 30-4 DATED 2-14-69 AND PPM 30-4.1 DATED 10-1-69.

WE APPROVE THE AGREEMENT WITH THE BARWELL PARK WATER DISTRICT CONSISTING OF YOUR 7-11-72 UTILITIES & RAILROAD ENGINEER'S LETTER, THE BARWELL PARK WATER DISTRICT'S CONSULTANT'S 7-10-72 LETTER AND THE PLANS AND ESTIMATE FURNISHED BY MR. LITCHFIELD'S JULY 14, 1972 LETTER.

THE BARWELL PARK WATER DISTRICT'S PROPERTY RIGHTS UNDER ORS-366.321 IS ACKNOWLEDGED. THE PERMIT COVERING THIS ADJUSTMENT WILL BE SUBMITTED FOR APPROVAL AT A LATER DATE.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
8-1-72	C R Benefield for	G.L. GREEN, ACTING DIVISION ENGR.

FORM PR-1240 (8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7748 S.E. Foster Rd.-S.E. Causey Ave. 197?
Sec., of E. Ptld. Frwy. in SE Ptld.
(Grading & struct.) Folder #1

A&R 439 - 1/17/73
CIA 3451 - 5/2/72
CIA 4498 - 5/18/72

RECEIVED
JUL 26 1972
FOR FILING

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-24-72

FEDERAL AID PROJECT NO.
I-205-7(5)300

STATE PROJECT NO.
SE DUKE ST. CLACKAMAS RIVER SECTION

FROM:
G. L. GREEN, ACTING DIVISION ENGINEER
SALEM, OREGON

7748

PROGRAM NO.

COUNTY NAME
CLACKAMAS COUNTY

ITEM NO.
I-444

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

7-25-72

NOTED
F. B. KLABOE

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	7-24-72	INTERSTATE ROUTE 205
		STATE ROUTE NUMBER: EAST PORTLAND FREEWAY ROUTE #64

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK: AS REQUESTED IN MR. YOUNG'S JUNE 20, 1972 LETTER YOU ARE AUTHORIZED TO PROCEED WITH THE ACTUAL ACQUISITION OF CHANNEL EASEMENTS AS OUTLINED IN SKETCH MAPS 1 THRU 44B REQUIRED FOR THE PHILLIPS CREEK DRAINAGE CHANNEL. FEDERAL PARTICIPATION WILL BE LIMITED TO THAT RIGHT OF WAY ACTUALLY INCORPORATED IN THE FINAL LOCATION.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [ ] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [X] OTHER (Specify) RELOCATION PAYMENTS.
- [X] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

NO INDIVIDUAL OR FAMILY (TENANT OR OWNER) SHALL BE REQUIRED TO MOVE UNTIL THEY HAVE EITHER OBTAINED THE RIGHT OF POSSESSION OF ADEQUATE REPLACEMENT HOUSING OR HAVE BEEN OFFERED, BY THE STATE, ADEQUATE REPLACEMENT HOUSING AVAILABLE FOR IMMEDIATE OCCUPANCY.

RECEIVED
JUL 26 1972
OFFICE OF
DIV. ENGINEER
SALEM

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-24-72	C. M. Matthews for	ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
JUL 27 19..
FOR FILING
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 21, 1972

Mt. Scott Water District
13445 S. E. King Road
Portland, Oregon 97236

ATTENTION: Mr. Ed Rebstock

Re: Water Line Relocations
S. E. Foster Road-S.E. Causey Avenue Section
East Portland Freeway
Multnomah and Clackamas Counties
Utility Project No. I-205-7(13)300
Contract No. 7748

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of June 14, 1972, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with Plan B which is estimated to cost $14,133. The State is obligated to reimburse the District the cost of replacing the 6-inch main as detailed in Plan A and estimated to cost $9,511. The District will be reimbursed 9511/14133 or 67.30% of the actual cost of relocation Plan B. This authorization is effective July 21, 1972.

Please contact Mr. J. E. Holland, Resident Engineer, 5821 N. E. Glisan Street, Portland, Oregon 97213, telephone 771-2881, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to July 21, 1972, will be made subject to the provisions of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

George M. Baldwin
Administrator of Highways

NOTED
A. E. JOHNSON

By

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
cc: A. E. Johnson
Glen L. Green
V. L. Gallagher w/attach (2)
V. E. Skoog "
H. S. Coulter "
J. E. Holland " (2)
D. R. Adams "
Jack Hesla "

RECEIVED
JUL 24 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

RECEIVED
JUL 20 1972
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7748

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: July 18, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(24)304
Foster Road-Causey Avenue Section
East Portland Freeway
Phillips Creek Storm Channel

Mr. Hall's June 29, 1972 letter furnishes additional background information on the proposal to provide an improved Phillips Creek Channel in conjunction with the Interstate I-205 improvement. Our June 27, 1972 memorandum approved FAI funds participation in improvement of the Phillips Creek Channel subject to a satisfactory County-State agreement.

The County-State agreement forwarded by Mr. Hall's letter is satisfactory with the following understandings:

1. Federal-aid fund reimbursement will be based on a proportionate share of actual construction completed.

2. General concurrence in this agreement is with the understanding that Clackamas County will either be directly responsible for maintenance of the drainage channel or will arrange for such maintenance.

3. Although not specifically spelled out in the agreement, it is understood that the two crossing structures under 82nd Avenue required to complete the drainage facilities will be handled separately as an FAI construction project.

4. It is understood that the County's October 28, 1971 resolution concerning compliance with the 1964 Civil Rights Act applies to this project.

7-20-72
Hall
cc Hunter

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
JUL 24 1972

FOR FILING

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-17-72

7748

FROM: G. L. Green, Acting Division Engineer, Salem, Oregon	PROGRAM NO.	FEDERAL AID PROJECT NO. I-205-7(13)300
	ITEM NO. I-543	STATE PROJECT NO. SE Foster-SE Causey Ave.
		COUNTY NAME Multnomah & Clackamas
		PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

Mr. G. M. Baldwin
Administrator of Highways
State of Oregon
Salem, Oregon

7-20-72

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	July 17, 1972	Interstate Route 205
		STATE ROUTE NUMBER: East Portland Freeway Route #64

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
You are authorized to proceed with actual adjustments for Mt. Scott Water District facilities effective today. Reimbursement on an actual cost basis estimated to be $9,511.00 is approved.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

NOTED
JOE EDWARDS

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [X] OTHER (Specify) Utility Adjustment.
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

Our program memorandum dated 7-8-68 authorized you to proceed with preparatory work for all utility adjustments to be included in the construction phase of the subject project effective on that date. Approval and participation for the eligible portion of the work authorized above is subject to the provisions of PPM 30-4 dated 2-14-69 and PPM 30-4.1 dated 10-1-69.

We approve the agreement with the Mt. Scott Water District consisting of your 6-21-72 Utility Engineer's letter, the Mt. Scott Water District's 6-14-72 letter and the plans and estimate furnished by Mr. Litchfield"s 7-6-72 letter.

The Mt. Scott Water District's property rights under ORS-366.321 are acknowledged. The permit covering this adjustment will be submitted for approval at a later date.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-17-72	C R Burghardt for	Acting Division Engineer

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7-18-1972

[RECEIVED] FOR FILING

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

July 6, 1972

Mr. Glen L. Green, Acting Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97301

NOTED
A. E. Johnson

Re: Water Facilities Relocation
Mt. Scott Water District
S.E. Foster Road-S.E. Causey Avenue Section
East Portland Freeway
Multnomah and Clackamas Counties
Utility Project No. I-205-7(13)300

Dear Sir:

Attached are two copies of the following data pertaining to this project:

1. An estimate of cost to adjust Mt. Scott Water District's facilities dated June 14, 1972.

2. A sketch showing their proposed relocation.

3. A relocation letter to the utility dated March 30, 1972.

The water line is located on county road right of way, therefore, the District is entitled to reimbursement for the relocation pursuant to the terms of ORS 366.321.

An appropriate permit for the utility's proposed relocation will be submitted for your approval under separate cover.

The State is not entitled to a credit for expired service life under the provisions of Paragraph 9b (1) (b) of PPM 30-4, as the relocation involves one crossing of the project by the facilities.

There is a betterment derived from the proposed adjustment of the District's facilities. The District's estimate has been prepared to reflect Plan A - relocation using same size pipe at an estimated cost of $9,511 and Plan B - relocation using 12-inch ductile iron pipe at an estimated cost of $14,133. The District will be reimbursed for 9511/14133 or 67.30% of the actual cost of their relocation under Plan B.

Your approval of the actual cost agreement, as evidenced above, and authorization to proceed with the work under the provisions of PPM 30-4 and 30-4.1 is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
By T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
V. L. Gallagher (2)

RECEIVED
JUL 6 - 1972
FOR FILE

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE July 5, 1972

FROM L. H. Young
Programing Engineer

SUBJECT Request Change Order Approval
Federal-aid Project
No. I-205-7(24)304

Contract 7748, Extra Work Order No. 5

Project S.E. Foster Rd.-S.E. Causey Ave.

Highway East Portland Freeway

Counties Multnomah and Clackamas

This order covers the cost to remove and cap an existing manhole and install a new manhole on an existing 21-inch sewer pipe which is in conflict with the installation of a 72-inch storm sewer. The grades of the two pipes do not conflict with each other and the best solution to this problem is to move the manhole out of the conflicting area.

Copies of the Engineer's letter of explanation are attached.

This work was tentatively recommended for approval by the Federal Highway Administration Assistant Area Engineer on June 30, 1972.

Your approval as of June 30, 1972 is requested.

[illegible]:dg

Attach.

OREGON STATE HIGHWAY DIVISION

June 29, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Mr. Green:

Re: Phillips Creek Channel
Foster Road-Causey Avenue Section
East Portland Freeway (I-205)

Your letter of June 13, 1972, gave approval to the concept of improving the Phillips Creek Channel as an outfall for storm water run-off from the subject highway section but also asked for documentation of the need for the actual work and the reasons why an actual cost approach is not practical. This documentation follows and is written to accompany the agreement submittal.

The Phillips Creek watershed consists of 608 acres of rolling terrain, of which 45 acres lies within the highway corridor. The present channel will not contain all the run-off and is subject to some minor flooding that affects the adjacent property during heavy storms.

Attached is a sketch map showing the accumulative acreage delineated by numbers 1 through 8 for each segment of area defined by individual stream channels that terminate at the Phillips Creek Channel and the proposed storm and culvert system for this highway segment.

Areas lying easterly of the highway corridor are shown as Numbers 1, 2, 3 and 4 totaling 378 acres. Numbers 1 and 2 could not be handled by culverts and were by design necessity fed into the closed highway system along with the highway corridor drainage numbers 5 and 6. Areas 3 and 4 were left in natural channels by the use of culverts. West of the highway areas 7 and 8 will be unaffected by the highway construction and will continue to add storm water to the channel as in the past.

NOTED
E. S. HUNTER

The total area drained by Phillips Creek has not been altered but the time of concentration of storm water has been changed and this will result in an anticipated delivery of 174 cfs at the Otty Road outfall. This is an increase of 74 cfs over the estimated ditch capacity. This excess with the addition of storm water from areas 3, 4, 6 and 8 will cause severe flooding of property along the existing channel unless additional capacity is provided.

Two alternate plans were studied to take this additional run-off. The first was a closed system along the easterly side of 82nd Avenue from Otty Road to Southgate Street. The estimated cost for this alternate was $775,000. The second was to improve the existing channel of Phillips Creek as part of a proposed sanitary sewer project to be contracted by Clackamas County. This involved revision of the existing Phillips Creek structures at the two crossings of 82nd Avenue. The estimated cost of this alternate is $541,000. The work improvement of the channel adjacent to the proposed sanitary sewer can be performed most economically as part of the sewer project. Clackamas County agreed to include the channel work as part of their contract but asked that it be based on a fixed sum basis to avoid the complications of unbalanced bidding. The consultant firm of Cornell, Howland, Hayes and Merryfield prepared detailed plans that were reviewed and approved by the Oregon Highway Design Section. The fixed sum of $332,394 agreed upon with the County for the channel work was based on quantities verified by the Design Section and priced on unit costs furnished by the Oregon Highway Cost Analysis Section.

It was not considered in the interests of either State or County to include the structural work under 82nd Avenue in the channel improvement agreement because of the probability of an unbalanced bid. Therefore, this work estimated to cost $216,000, is being proposed to be done under unit cost prices as part of the next structural contract on the Foster Road-Causey Avenue Section.

Since the channel work was an intregal part of the sewer project being planned by the consultant for the County a separate agreement was made between State and County to cover engineering costs incurred by the consultants, Cornell, Howland, Hayes and Merryfield, in revising and expanding the plans and right of way descriptions for the sewer project as required by inclusion of the channel improvement. The approved cost agreed upon to be paid for this engineering work now is $26,500.

For reasons documented above we ask your approval of the attached agreement authorizing Clackamas County to negotiate a contract for inclusion of the Phillips Creek Channel work with their proposed sanitary sewer project on an agreed lump sum basis.

Very truly yours,

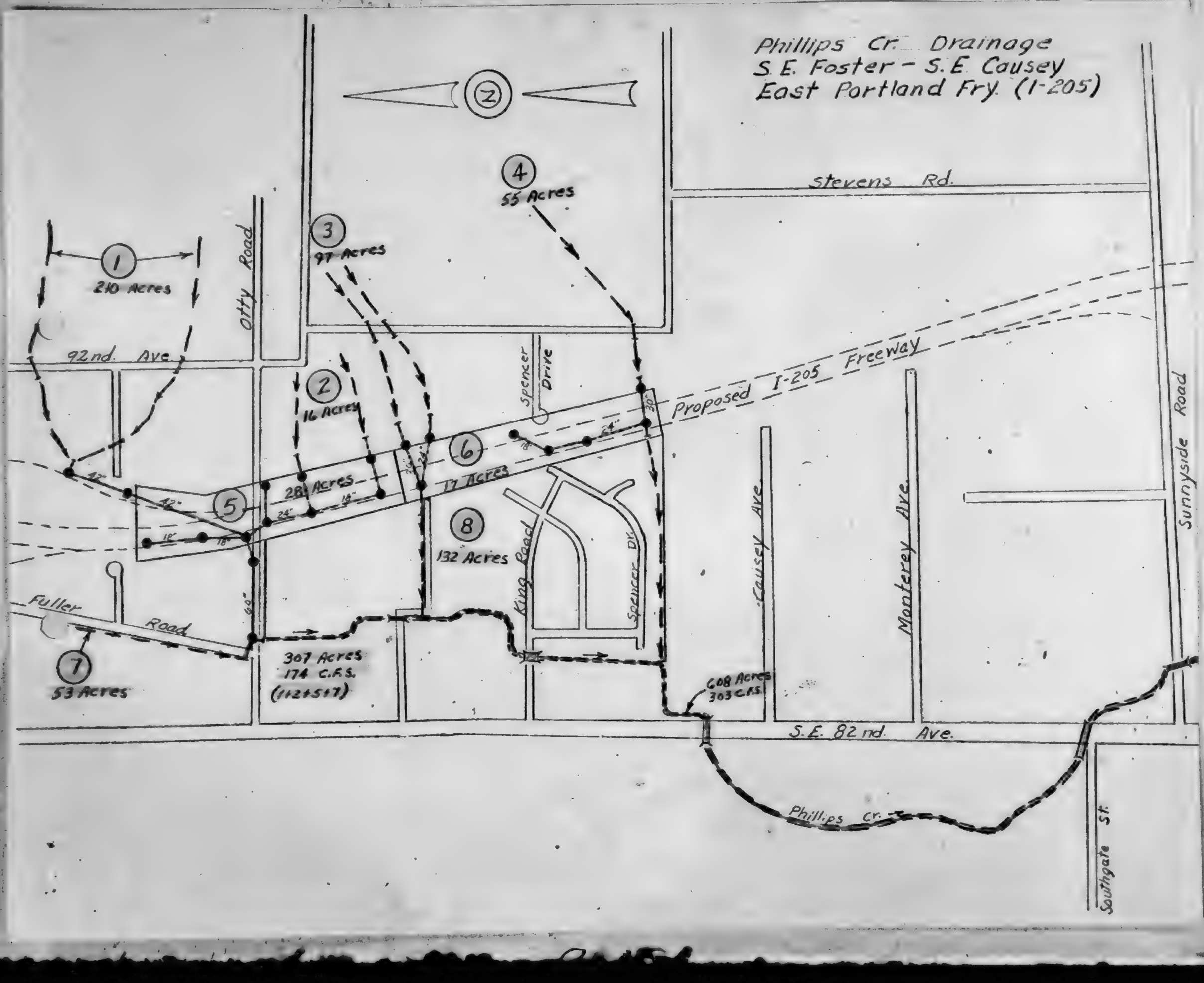
George M. Baldwin
Administrator of Highways
By:

Frank L. Hall

Frank L. Hall
Design Engineer

FLH:jh

Phillips Cr. Drainage
S.E. Foster - S.E. Causey
East Portland Fry. (I-205)



UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

NOTED
A. E. JOHNSON

June 28, 1972

Clackamas County Service District No. I
County of Clackamas
Department of Public Works
902 Abernathy Road
Oregon City, Oregon 97045

ATTENTION: Mr. J. C. McIntyre

Re: Sanitary Sewer Installation
S.E. Foster Road-S.E. Causey Avenue Section
East Portland Freeway
Multnomah and Clackamas Counties
Project No. I-205-7(24)304
Contract No. 7748

Gentlemen:

This is to acknowledge the receipt of your check in the amount of $45,289.50 for the installation of sanitary sewer lines on this project as requested by the District. Your check is being forwarded to our Accounting Section for further processing.

By a copy of this letter, we are advising Mr. J. E. Holland that our contractor may proceed with the construction of the sanitary sewer.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

PGP:dl
cc: CH2M-Hill
Attn: Mr. Dann Madden

A. E. Johnson
V. E. Skoog w/check
L. H. Young
H. S. Coulter
J. E. Holland
Jack Hesla
V. L. Gallagher

RECEIVED
JUN 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 27, 1972

In reply refer to: 10-35-DA

FROM : C. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon I-205-7(24)304
Foster Road - Causey Avenue Section
East Portland Freeway
Phillips Creek Storm Channel

Your June 20 letter from Mr. Hall transmitted estimates, maps and a brief description of alternate outfall considerations. Our concurrence in the selected alternate and approval of the expenditure of Interstate funds in the proposed lump-sum agreement was requested.

We have previously indicated our agreement to the estimated cost, and we concur in the selection of the Phillips Creek Channel. The use of FAI funds is considered acceptable for the proposed facility contingent upon a properly executed County-State agreement. You may proceed accordingly as requested.

6-30-72
Ed

NOTED
TOM EDWARDS

NOTED
E. S. HUNTER

cc Hall
Cox

RECEIVED
JUN 29 19
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
FOR FILING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7748

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 21, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(24)304
Foster Road-Causey Avenue Section
East Portland Freeway
Phillips Creek Drainage

By cover letter dated June 20, 1972, Mr. Hall has requested approval for expenditure of Federal-aid Interstate funds to cover an increase in preliminary engineering costs in connection with the Phillips Creek drainage design. This work is covered by an approved County-State agreement on an actual cost basis.

The support data furnished by the County asks for a revised maximum amount of $26,500; however, the estimate includes a new item for "revisions, easements, misc." for an added $1,800. Since the P.E. work is nearly completed and since reimbursement is on an actual cost basis, we believe a future revision to the agreement could be averted by approving a revised maximum reimbursable cost of $28,300. Any figure that you chose to agree upon may be considered approved up to this amount.

NOTED
E. S. HUNTER

6-27-72
REFERRED TO

6-28-72
Copies to
Frank Hall
H. S. Cox
L. W. Rubier

RECEIVED
JUN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
JUL 24 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 20, 1972

TO G. L. Green, Acting Division Engineer
~~Public Roads, Director Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT ~~Project No. I-205-7(5)300~~
~~S.E. Duke St.-Clackamas River Sec.~~ (R/W)
Phillips Creek Drainage Channel

We hereby request your approval to include, in the subject project, the additional easement areas which are required for the construction of the Phillips Creek Drainage Channel. The use of Federal-aid Interstate Funds in both the construction of the drainage channel as well as the costs of the easements required has been established in your previous letters of June 27, 1972 and July 10, 1972 contingent upon a properly executed County-State Agreement. A County-State letter form agreement covering the acquisition of the channel easements, which includes the provisions contained in your letter of July 10, 1972, has been forwarded to the County for their approval.

The estimated cost to acquire these channel easements is $75,000 and no increase in total cost or Federal Funds for the project as presently under project agreement is anticipated at this time.

We further request your authorization to proceed with the actual acquisition of the channel easements which are as outlined on the enclosed sketch maps.

Relocation assistance, if necessary, will be accomplished in accordance with IM 80-1-71 and, within a reasonable period of time prior to displacement, a comparable replacement dwelling will be available for any displaced person. This assurance is based on the previously approved relocation plan on the project.

CL:bb
Enc.

RECEIVED
JUN 26 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7148

June 20, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
P. O. Box 500
Salem, Oregon 97308

Attention: Mr. C. T. Christianson

Gentlemen:

Re: Phillips Creek Drainage
Foster Road-Causey Avenue
East Portland Freeway

Storm water from the subject section that originates in the Phillips Creek watershed will have an accelerated time of concentration after the subject highway project is completed. Unless the Phillips Creek channel is improved or another outfall constructed, flooding of private property will occur.

Studies were made of these alternates. The improvement of the Phillips Creek channel can be combined with a sanitary sewer project planned by Clackamas County along the same route. A cost estimate of this improvement developed from plans prepared for the County by Corvallis consultants, Cornell, Howland, Hayes and Merryfield, indicates a cost of $541,000 would be required for this alternate.

The second most feasible plan is a closed system following along the easterly side of 82nd Avenue from Otty Road to Southgate Street. The estimated cost of this alternate was found to be $775,000. While a closed system would be desirable the $234,000 additional cost over an open channel cannot be justified.

Two copies of a map showing the two alternates and detailed estimates are attached for your review. If you concur in selection of the open channel alternate and approve the plan as eligible for funding by Interstate funds, we will proceed with an agreement with

NOTED
E. S. HUNTER

Clackamas County that will give them authority to include the channel work with their sewer contract for an amount agreed upon as equal to the estimated contract amount for furnishing materials and performing the channel improvement work.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

Attachment

cc: E. S. Hunter
L. W. Rulien
H. S. Cox

RECEIVED
JUN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Alternate (illegible)

OREGON STATE HIGHWAY DIVISION
QUANTITY SUMMARY & COST ESTIMATE

Sheet ____ of ____ Sheets

Section Phillips Cr. Drainage Unit
Highway East Portland Fwy County Clackamas Prefix
Length ____ Designer Miller Draftsman Date

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Temp. Protection & Direction of Traffic	All			All		$ 30,000
2. 54" Storm Sewer Pipe	Lin. Ft.	300	30	330	46.00	15,180
3. 60" Storm Sewer Pipe	Lin Ft	1880	190	2070	56.00	115,920
4. 72" Storm Sewer Pipe	Lin. Ft.	3700	370	4070	65.00	264,550
5. Trench Excavation	cu. Yd.	14,750	1475	16,225	6.00	97,350
6. Special Manholes	Each	12	1	13	2,000.00	26,000
7. Pavement Replacement	Lin Ft.	5880	590	6470	15.00	97,050
						$ 645,050
				+20% Engineering & Cont.		129,210
				Total Cost		$ 775,260

Total

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Final Yellow — Sheet ____ of ____ Sheets

Section S.E. Foster - S.E. Causey — Unit Box Culverts on 82nd Ave.
Highway I-205 — County ____ — Prefix ____
Length ____ — Designer MILLER — Draftsman ____ — Date 4-3-72

Grading and Surfacing Items

State Portion

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Temporary Protection and Direction of Traffic	All	All		All		$ 30,000.00
2. Removal of Structures and Obstructions	All	All		All		12,800.00
3. Ditch Excavation	Cu. Yds.	65	7	72	3 00	216.00
4. Trench Excavation	Cu. Yds	4,082	408	4,490	6 00	26,940.00
5. Aggregate Base	Ton	1,078	108	1,186	3 00	3,558.00
6. Class "B" Asph. Conc.	Ton	375	38	413	7 50	3,097.50
7. Class "A" Conc in Box	Cu. Yds	692	69	761	100 00	76,100.00
8. Metal Reinforcement	Lbs	106,300	10,630	116,930	0 16	18,708.80
9. 12" Sewer Pipe	Lin. Ft.	56	6	62	5 00	310.00
10. 15" Sewer Pipe	Lin. Ft.	155	15	170	6 00	1,020.00
11. 21" Sewer Pipe	Lin. Ft.	40	4	44	10 50	462.00
12. Conc. Inlet, Type G-1	Each	1	—	1	180 00	180.00
13. Manhole Frame & Cover	Each	1	—	1	50 00	50.00
14. Extra for Asphalt Conc. Approach	Each	1	—	1	100 00	100.00
15. Conc. Curbs, Type "C"	Cu. Yd.	8	1	9	50 00	450.00
						$ 17,[illegible].30
		+20% Engr. & Contingency				[illegible]70
				Total		$ [illegible].00

Total $ 20[illegible],[illegible].00

Final Yellow

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

tion Phillips Creek Drainage Unit
hway East Portland Fwy County Clackamas Prefix
gth Designer Miller Draftsman Date 6-15-72

Grading and Surfacing Items

County Section

Item	Unit	Net	10% Allow	Gross	Price	Amount
Remove Extg Culverts	All			All		2,700-
Remove Extg Pavement	Sq.Yd.	776	78	854	1 00	854-
General Excavation	Cu.Yd.	27,208	2797	30,005	2 30	69,010-
Trench Excavation	Cu.Yd.	3,379	341	3,720	6 00	22,320-
Riprap (Class 50)	Cu.Yd.	539	54	593	10 00	5,930-
Filter Blanket	Cu.Yd.	255	25	280	4 00	1,120-
Granular Backfill	Cu.Yd.	2,134	216	2,350	3 50	8,225-
3/4-0 Leveling Crse	Cu.Yd.	144	16	160	6 25	1,000-
1 1/2-0 Base Crse	Cu.Yd.	260	26	286	6 00	1,715-
A.C. Paving (2") Class "B"	Sq.Yd.	888	92	980	1 75	1,715-
Conc in Box Culvert	Sq.Yd.	702	70	772	120 00	92,640-
Reinforcing Steel	Lbs	102,985	10,315	113,300	0 18	20,394-
12" Conc. Sewer Pipe	Lin.Ft.	35	5	40	6 00	240-
15" Conc. Sewer Pipe	Lin.Ft.	30	5	35	7 00	245-
60" Conc Culv. Pipe	Lin.Ft.	96	10	106	42 00	4,452-
Standard Drain	Each	2	-	2	200 00	400-
5' Chain Link Fence	Lin.Ft.	290	30	320	2 25	720-
Salv. & Reinstall 7' C.L. Fence	Lin.Ft.	2,000	200	2,200	3 00	6,600-
Remove Wood Fence	Rod	11	1	12	5 00	60-
Install Wood Fence	Rod	7	1	8	25 00	200-
Stock Fence (Type 1)	Rod	12	1	13	10 00	130-
Conc Curb (Type "C")	Cu.Yd.	3	-	3	65 00	195-
Grass Seeding (Channel)	Acres	0.65	0.07	0.72	1500 00	1,050-
Grass Seeding (Level)	Acres	0.69	0.07	0.76	1000 00	760-
Lawn Construction	Acres	0.08	0.01	0.09	3000 00	270-

Sub Total 242[illegible]5

Final Yellow

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 2 of 2 Sheets

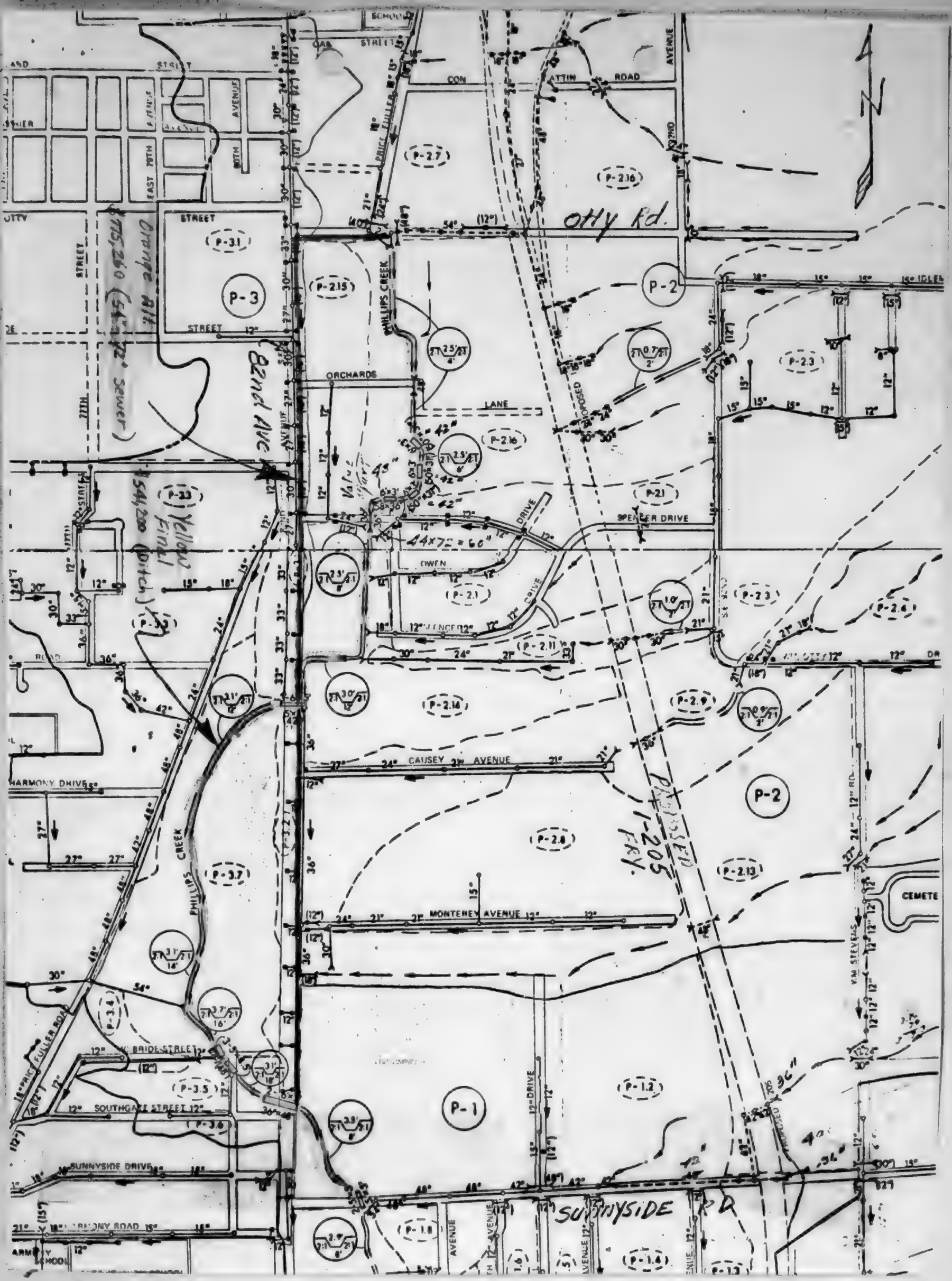
Section Phillips Creek Drainage Unit
Highway East Portland Fwy County Clackamas Prefix
Length Designer Miller Draftsman Date 6-15-72

Grading and Surfacing Items

County Section

Item	Unit	Net	10% Allow	Gross	Price	Amount
Sheet 1 Total						242,975-
26. Deciduous Trees (1¼"-1½")	Each	530	53	583	25 00	14,575-
27. Deciduous Trees (½"-¾")	Each	530	53	583	15 00	8,745-
28. Evergreen Trees (7'-8')	Each	55	5	60	30 00	1,800-
29 Evergreen Trees (4'-5')	Each	405	40	445	20 00	8,900-
				Subtotal		276,995-
	20%	Engineering & Contingency				55,399-
				Total		332,394-
		+ state Portion				208,800
					$	541,194

Total


SCHOOL
OAK STREET
CON
ATTIN ROAD
AVENUE
2ND
PRICE FULLER RD
P-2.7
P-2.16
P-2
OHY Rd.
STREET
P-3.1
P-3
P-2.15
PHILLIPS CREEK
ORCHARDS
LANE
P-2.3
P-2.16
PROPOSED
P-21
SPENCER DRIVE
DRIVE
OWEN
P-2.1
P-2.11
P-2.14
P-2.9
P-2.4
CAUSEY AVENUE
P-2.8
P-2.13
MONTEREY AVENUE
CEMETE
P-2
P-1.2
P-1
SUNNYSIDE RD
SUNNYSIDE DRIVE
SOUTHGATE STREET
P-3.5
P-3.6
P-3.4
P-3.7
HARMONY DRIVE
PHILLIPS CREEK
PRICE FULLER ROAD
P-1.8
P-1.6
P-1.4
P-1.3
ARMORY SCHOOL
Orange Blvd. (Storm Sewer)
Yellow Pine Ditch
P-33
P-2.5
P-3.2
P-3.1
P-2.14
P-2.9
P-2.13
P-1.2
P-1.8
P-1.6
P-1.4
P-1.3

RECEIVED
JUN 26 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7748

June 20, 1972

Mr. Glen L. Green
Acting Division Engineer
Federal Highway Administration
P. O. Box 600
Salem, Oregon 97308

Attention: Mr. C. T. Christianson

Gentlemen:

Re: Phillips Creek Drainage
Foster Road-Causey Avenue
East Portland Freeway

I am enclosing copies of correspondence from Mr. John C. McIntyre, Director of Public Works, Clackamas County, submitting justification for additional engineering expenses incurred in planning the Phillips Creek drainage project.

Mr. McIntyre states that he has personal knowledge of the design changes resulting in additional engineering costs. We have reviewed the cost data submitted and believe that it is justified. We ask that you give us approval for expenditure of Interstate funds to cover the increase over the estimated engineering cost of $23,600 stated in the agreement between the County and the Oregon Highway Division.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

NOTED
E. S. HUNTER

Enclosure.

cc: E. S. Hunter
L. W. Rulien
H. S. Cox

RECEIVED
JUN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

I-205

COUNTY OF CLACKAMAS
DEPARTMENT OF PUBLIC WORKS

902 ABERNETHY ROAD, OREGON CITY, ORE. 97045

JOHN C. McINTYRE, Director Phone 655-3311, Ext. 281

June 15, 1972

RECEIVED
JUN 20 1972
DESIGN SECTION

Mr. Si Cox
City-County Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

RE: PHILLIPS CREEK DRAINAGE RELATING TO I-205 PROJECT

As you are aware, the Oregon State Highway Department and Clackamas County entered into an agreement regarding a re-design of sewerage plans of Clackamas County to include a drainage channel which would be adequate to carry anticipated surface water in the vicinity of 82nd Avenue. This agreement was executed by the Oregon State Highway Department on December 14, 1971. The agreement authorized the County to have its consulting engineering firm, CH_2M, accomplish the necessary re-design at a cost of $23,600.00. The agreement further mentioned that any increase in this maximum amount must first have the written approval of the Oregon State Highway Department.

Please find enclosed copy of a letter under date of June 6, 1972 from the County's consulting engineering firm regarding cost overruns that have occurred on this project. I believe the letter speaks for itself and the County is submitting it to the Oregon State Highway Department for its consideration and final action.

The only comment I would make is that there were certain easement revisions and other minor alterations that were necessary as a result of certain design changes and reviews by the Oregon State Highway Department. Certainly these revisions and alterations were not covered within the original scope of the work. I have personal knowledge of the changes that were necessary and I can envision that there may be further minor modifications which will be required before the project is finalized.

RECEIVED
COUNTY & CITY ENGR.

Pursuant to the agreement with the Oregon State Highway Department, I am asking for written approval from you regarding an increase over the agreed upon cost in which the Oregon State Highway Department will participate.

Very truly yours,

John C. McIntyre
Director of Public Works

By Winston W. Kurth

Winston W. Kurth
Deputy Public Works Director

WWK/mak
Encl.

ENGINEERS PLANNERS ECONOMISTS

CORNELL, HOWLAND, HAYES & MERRYFIELD
1600 S. W. Fourth Avenue, Portland, Oregon 97201, Telephone: 503/224-9190

Portland Regional Office

6 June 1972
P7090.1

Clackamas County Service District No. 1
902 Abernethy
Oregon City, Oregon 97045

Attn: Mr. Winston W. Kurth
Deputy Director Public Works

Gentlemen:

Re: Phillips Creek Drainage Improvements

Enclosed is a separate billing for engineering work on the Phillips Creek Drainage Improvements project. Also included in the statement is a billing summary which shows that current engineering charges to the job exceed the maximum billable amount by $944.80. Current charges for redesign and miscellaneous work after the initial design submittal add another $499.38 for a total of $1,222.86 over the estimated maximum of $23,600. We anticipate that an additional $1700 will be charged to this job before the advertisement for bids is published, not including assistance in obtaining easements.

We respectfully request that the County authorize changing the total amount of billable fees from $23,600 as stated in the engineering agreement, to ~~$26,500~~ for the same items.

Our original design estimate of $13,000 is well below the theoretical design fee of $16,000, based on the existing original engineering agreement. If the project were applied to the "complex design" curve, a fee based on percent of construction cost would be approximately $20,300. Based on the 1972 edition of ASCE Manual 45, Consulting Engineering, per cent fees for design would be $19,800 for "average complexity" work and $22,000 for "above-average complexity" work.

As you can see in the statement, our biggest engineering cost deviation from anticipated costs was in design surveying; a $6,970 cost as opposed to a $3500 budget estimate. We plainly and simply misjudged the amount of surveying that would be required.

RECEIVED
COUNTY & CITY
JUL 11 1972
E.M.R. WPC OE ME

The following data is offered for your information.

Job No.	Item	Budget	Charges thru May 24	Estimated total
P7090.1	Design Channel Improvements	$13,000	$12,532	$14,320
P7090.4	Design Surveying	3,500	6,969	6,970
P7090.6	Easements	4,600	2,709	2,710
P7090.7	Redesign Interceptor	2,500	2,334	2,500
	TOTALS	$23,600	$24,544	$26,500
P7090.9	Revisions, Easements, Misc.	0	$449	$1,800

The above estimate for revisions, easements and miscellaneous is pure conjecture, since there is no way to determine how much redesign will be required as a result of easement problems or for any other reason.

Please call me if I can be of further assistance in explaining this information.

Sincerely,

Dann M. Madden

Dann M. Madden

c

ENGINEERS PLANNERS ECONOMISTS

CORNELL, HOWLAND, HAYES & MERRYFIELD
1600 S. W. Fourth Avenue, Portland, Oregon 97201, Telephone: 503/224-9190

Portland Regional Office

6 June 1972
P7090.1

Clackamas County Service District No. 1
902 Abernethy
Oregon City, Oregon 97045

Attn: Mr. Winston W. Kurth
Deputy Director Public Works

Re: Phillips Creek Drainage Improvements
Engineering Costs

P7090.1 Design Drainage Improvements

Services:			
Engineer		$10,307.02	
Technician		1,613.69	
Office		58.53	
Expenses:			
Outside Services	256.85		
Computer	142.79		
Printing	63.03		
MT/ST	2.50		
Telephone	32.71		
Transportation	52.20		
Drafting & Engineering Supplies	1.20		
Postage	1.95		
Total Charges to Date		$12,532.47	
Less Previous Billings		10,955.27	
Current Charges			$1,577.20

P7090.4 Design Survey

Services:			
Technician	$ 6,899.19		
Expenses:			
Printing	2.79		
Telephone	.50		
Transportation	66.70		
Total Charges to Date		$ 6,969.18	
Less Previous Billings		6,969.18	
Current Charges			0

P7090.6 Easements

Services:			
Engineer	$ 2,386.10		
Technician	41.76		
Office	146.33		
Expenses:			
Printing	91.75		
MT/ST	40.00		
Transportation	2.60		
Postage	.16		
Total Charges to Date		$ 2,708.70	
Less Previous Billings		2,678.34	
Current Charges			$ 30.36

P7090.7 Redesign Interceptor Sewer

Services:			
Engineer	$ 1,833.19		
Technician	482.73		
Expenses:			
Printing	14.98		
Transportation	2.80		
Postage	.75		
Total Charges to Date		$ 2,334.45	
Less Previous Billings		2,273.73	
Current Charges			$ 60.72

P7090.9 Misc. Redesign (After Submittal of Plans to OSHD)

Services:			
Engineer	$ 491.58		
Expenses:			
Printing	7.80		
Total Charges to Date		$ 499.38	
Less Previous Billings		0	
Current Charges			$ 499.38

SUMMARY (ALL ITEMS)

Total Charges to Date	$25,044.18
Less Previous Billings	22,876.52
Current Charges	$ 2,167.66
Total Charges to Date (Not including Misc. Redesign)	$24,544.80
Maximum Billable under Agreement (Without Authorization to Exceed)	23,600.00
Charges in excess of maximum	$ 944.80
Maximum Billable under Agreement	$23,600.00
Less Previous Billings	22,876.52
Current Allowable Billing under Agreement	$ 723.48
Plus charges after initial design	499.38
AMOUNT DUE PER AGREEMENT	$ 1,222.86

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

7748

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

June 20, 1972

TRIAL DIVISION

JOHN E. MOORE
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. MALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR.
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MC CULLOCH
FRANK G. MC KINNEY
EARL M. PRESTON
R. KEN ROBERTS
JIM G. RUSSELL
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. Tom Edwards
State Highway Engineer
State Highway Building
Salem, Oregon 97310

Re: In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct two overcrossing structures over the tracks and right of way of the Portland Traction Company, known as the East Portland Freeway Overcrossing Project in the Northwest quarter of the Northeast quarter of Section 21, Township 1 South, Range 2 East, Willamette Meridian, Multnomah County, Oregon.

SXF 577 72-493

Dear Tom:

Herewith I hand you a copy of Order No. 72-493 issued by the Public Utility Commission under date of June 14, 1972, relative to the above subject matter.

Very truly yours,

LEE JOHNSON
Attorney General

NOTED
A. E. JOHNSON

Jack L. Sollis
Assistant Attorney General
Trial Division

b.cy Jack Sollis re Mr. Avery: "all D.205 route & Gladstone handled by metes instead of Region I." 6-22-72 ja.

JLS:gv

Enclosures

NOTED
TOM EDWARDS

cc: C. R. Burghardt
F. B. Klaboe
Walter J. Hart
Frank Morgan
R. N. Bothman
L. W. Rulien
T. W. Litchfield
Don Adams
R. P. Hamilton
H. S. Cox

cy N. J. Coulter 6-22-72

RECEIVED
JUN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Order No. 72-493

Crossing No. 4A-9.12A

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-577

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct two over-crossing structures over the tracks and right of way of the Portland Traction Company known as the East Portland Freeway Overcrossing Project in the Northwest quarter of the Northeast quarter of Section 21, Township 1 S, Range 2 E, Willamette Meridian, Multnomah County, Oregon

ORDER

On November 9, 1971, the State of Oregon, by and through its State Highway Commission, duly filed an application with the Commissioner seeking authority to construct two overcrossing structures over the tracks and right of way of the Portland Traction Company in Multnomah County, Oregon. This is known as the East Portland Freeway Overcrossing Project.

Copies of the application were duly served upon the City of Portland, Multnomah County, Portland Traction Company, Portland General Electric Company and Clackamas Water District.

By answer dated February 22, 1972, Portland Traction Company requested certain changes in the application. By letter dated March 6, 1972, applicant agreed to the changes requested by Portland Traction Company.

Due consideration has been given to all representations in the application and responses thereto. No matters within the scope of Chapter ORS 763 remain in issue and no hearing will be required.

Based upon the application and responses thereto and the files of the Commissioner, it is found that the application should be granted upon the following terms and conditions; it is therefore

ORDERED that:

(1) Authority to construct the overcrossing structures as requested herein is hereby granted.

(2) Applicant shall:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structures, including approaches.

(b) Bear all costs of construction of the project.

(c) Upon completion of the project, maintain the structure and all highway appurtenances, including but not limited to the fill slopes and undercrossing sidewalks, fence and appurtenances.

(3) Railroad shall:

(a) Subject to reimbursement by applicant, furnish such preliminary engineering, engineering inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(b) At its own expense, maintain the railroad roadbed and trackage after completion of the construction of the project.

Made, entered and effective JUNE 14 1972.

Diarmuid F. O'Scannlain
Public Utility Commissioner

RECEIVED
JUN 21 1972
FOR FILING

Form FHWA-121 (12

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 16, 1972

In reply refer to: 10-35-DA

7748

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(24)304
Foster Rd.-Causey Avenue Section
East Portland Freeway
Phillips Creek Drainage

The revised (and latest) estimate on Phillips Creek was received today under Mr. Hall's June 15, 1972 letter. The estimate now stands at $332,394.00 for the work to be done by the County.

The Area Engineer was aware that modifications to the estimate were forthcoming. The approval and comments in my June 13 memorandum are applicable to the last estimate in the amount stated above. You may proceed accordingly.

NOTED
TOM EDWARDS

RECEIVED
JUN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS
Copy to
Frank Hall
6-22-72

NOTED
E. S. HUNTER
cc Coy
Bulter
6-22-72
Hunter

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
JUN 20 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7748

June 15, 1972

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Attention: C. T. Christianson

Gentlemen:

Re: I-205
Phillips Creek Drainage

Attached is the revised estimate for the subject drainage improvement that reflects the change in quantities for the concrete culverts resulting from using standard thickness of walls as discussed in our meeting with the County.

This estimate should replace the one we transmitted on June 5 and, with your approval, will be used in the agreement with Clackamas County.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

FLH:jh
cc: E. S. Hunter
H. S. Cox

NOTED
E. S. HUNTER

RECEIVED
JUN 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Phillips Creek Drainage Unit
Highway East Portland Fwy County Clackamas Prefix
Length Designer Miller Draftsman Date

Grading and Surfacing Items

County Section

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Remove Exlg Culverts	All			All		2,700-
2. Remove Exlg Pavement	Sq. Yd.	776	78	854	1 00	854-
3. General Excavation	Cu. Yd.	27,203	2797	30,005	2 30	69,010-
4. Trench Excavation	Cu. Yd.	3,379	341	3,720	6 00	22,320-
5. Riprap (Class 50)	Cu. Yd.	539	54	593	10 00	5,930-
6. Filter Blanket	Cu. Yd.	255	25	280	4 00	1,120-
7. Granular Backfill	Cu. Yd.	2,134	216	2,350	3 50	8 225-
8. 3/4-0 Leveling Crse	Cu. Yd.	144	16	160	6 25	1,000-
9. 1 1/2-0 Base Crse	Cu. Yd.	260	26	286	6 00	1,715-
10. A.C. Paving (2") Class "B"	Sq. Yd.	888	92	980	1 75	1.715-
11. Conc in Box Culvert	Sq. Yd.	702	70	772	120 00	92,640-
12. Reinforcing Steel	Lbs	102,985	10,315	113,300	0 18	20,394-
13. 12" Conc. Sewer Pipe	Lin. Ft.	35	5	40	6 00	240-
14. 15" Conc. Sewer Pipe	Lin. Ft.	30	5	35	7 00	245-
15. 60" Conc Culv. Pipe	Lin. Ft.	96	10	106	42 00	4.452-
16. Standard Drain	Each	2	-	2	200 00	400-
17. 5' Chain Link Fence	Lin. Ft.	290	30	320	2 25	720-
18. Salv. & Reinstall 7' C.L. Fence	Lin. Ft.	2,000	200	2,200	3 00	6.600-
19. Remove Wood Fence	Rod	11	1	12	5 00	60-
20. Install Wood Fence	Rod	7	1	8	25 00	200-
21. Stock Fence (Type 1)	Rod	12	1	13	10 00	130-
22. Conc Curb (Type "C")	Cu. Yd.	3	—	3	65 00	195-
23. Grass Seeding (Channel)	Acres	0.65	0.07	0.72	1500 00	1,080-
24. Grass Seeding (Level)	Acres	0.69	0.07	0.76	1000 00	760-
25. Lawn Construction	Acres	0.08	0.01	0.09	3000 00	270-

Total 242,915

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE Sheet 2 of 2 Sheets

Section Phillips Creek Drainage Unit
Highway East Portland Fwy County Clackamas Prefix
Length Designer Miller Draftsman Date

Grading and Surfacing Items

County Section

Item	Unit	Net	10% Allow	Gross	Price	Amount
Sheet 1 Total						242,975-
26. Deciduous Trees (1¼"-1½")	Each	530	53	583	25 00	14,575-
27. Deciduous Trees (½"-¾")	Each	530	53	583	15 00	8745-
28. Evergreen Trees (7'-8')	Each	55	5	60	30 00	1,800-
29 Evergreen Trees (4'-5')	Each	405	40	445	20 00	8900-
				Subtotal		276,995-
	20%	Engineering & Contingency				55,399-
				Total		332,394-

Total

County Const. Items

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section I-205 Phillips Cr. Drainage Unit
Highway East Portland County Clackamas Prefix
Length ____ Designer Miller Draftsman ____ Date 5-17-72

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Remove Exist. Culverts	All	All				$2,700.00
2. Remove Exist Pvm'ts	S.Y.	776			1.00	776.00
3. Gen. Exc.	C.Y.	27,208			2.00	54,416.00
4. Trench Exc.	C.Y.	3,443			6.00	20,658.00
5. Rip Rap Class 50	C.Y.	539			10.00	5,390.00
6. Filter Blanket	C.Y.	255			4.00	1,020.00
7. 3/4"-0 Leveling Course	C.Y.	144			6.25	900.00
8. 1½"-0 Base Course	C.Y.	260			6.00	1,560.00
9. A.C. Paving Class "B"	S.Y.	888			1.75	1,554.00
10. Conc. In Box Culv.	C.Y.	795			120.00	95,400.00
11. Reinf. Steel	Lb.	102,985			0.18	18,537.30
12. 12" Conc. Sewer Pipe	L.F.	35			6.00	210.00
13. 15" Conc. Sewer Pipe	L.F.	30			7.00	210.00
14. 60" Conc. Culv. Pipe	L.F.	96			42.00	4,032.00
15. Standard Drain	Each	2			200.00	400.00
16. 5' Chain Link Fence	L.F.	290			2.25	652.50
17. Salv. & Reinst. 7' C.L Fence	L.F.	2000			3.00	6,000.00
18. Remove Wood Fence	Rod	11			5.00	55.00
19. Install Wood Fence	Rod	7			25.00	175.00
20. Stock Fence (Type 1)	Rod	12			10.00	120.00
21. Conc. Curbs (Type c)	C.Y.	3			65.00	195.00
22. Grass Seeding (channel)	Acres	0.65			1500.00	975.00
23. Lawn Construction	Acre	0.08			3000.00	240.00
24. Grass Seeding (Level)	Acre	0.69			1000.00	
				subtotal		$ 21,865.00
			+ 12½%	Contingency		2,734.00
				Total		$ 243,974.00

Void
Hall
6/15/72

RECEIVED
JUN 15 1972
FOR FILING

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

June 14, 1972

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97232

ATTENTION: Mr. M. G. Johnson
District Engineering Supervisor

Re: Telephone Conduit Installation
S.E. Foster Road-S.E. Causey Avenue Section
East Portland Freeway
Multnomah and Clackamas Counties
Project No. I-205-7(24)304

Gentlemen:

This is to acknowledge receipt of your check in the amount of $9,000.00 to cover the installation of telephone conduits on structures on the above subject section.

Your check is being forwarded to our Accounting Section for further processing. The prompt attention you gave this matter is greatly appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
V. E. Skoog w/check
L. H. Young
R. L. Schroeder
J. E. Holland
Jack Hesla
V. L. Gallagher

NOTED
A. E. JOHNSON

RECEIVED
JUN 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form FHWA-121 (1

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

7748

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: June 13, 1972

In reply refer to: 10-35-DA

FROM : G. L. Green, Acting Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(24)304
Foster Road-Causey Avenue Section
East Portland Freeway
Phillips Creek Drainage

Mr. Hall's letter dated June 5, 1972 asks for a tentative approval of estimated costs involved in the Phillips Creek drainage channel. The cost of this work has been the subject of several meetings between State, Clackamas County and FHWA personnel. It is apparent that the estimate has been refined to the point that the three parties can now agree. The estimate is approved accordingly.

Due to complications in construction scheduling it is considered desirable to have the County perform this work to avoid conflict with their sanitary sewer work that will be underway in the same corridor. There also seems to be other financial and public relations oriented advantages to having the work included in the County's contract. This results in administrative and engineering reasons rendering an "actual cost" type of agreement impractical. Consequently the estimate will become the basis for a "lump sum" agreement and should reflect the highest degree of accuracy possible.

In order to secure FHWA approval of a lump sum agreement in the $325,000 range it will be necessary to document not only the need for the actual work but also the reasons why an actual cost approach is not practical. This documentation should include references to the background used in arriving at an accurate and realistic estimate and should cover engineering and administrative problems in detail. Such documentation should accompany your agreement submittal.

6-15-72

RECEIVED
JUN 15 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER
cc Young
Coy
Hall
6-26-72

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

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JUN 12 1972
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7748

June 5, 1972

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Attention: C. T. Christianson

Gentlemen:

Re: I-205
Phillips Creek Drainage

Attached is the estimate for the subject drainage improvement for the storm sewer outfall on the Foster Road-Causey Section. This estimate is very nearly the same as originally submitted. We corrected the quantities for the concrete box culvert and combined the ditch excavation with the general excavation. The total amount on the revised estimate is $321,400 compared with the original submission of $347,236.

If this revised estimate meets with your approval, we will proceed with execution of the agreement with Clackamas County.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

NOTED
E. S. HUNTER

Frank L. Hall
Design Engineer

cc: E. S. Hunter
H. S. Cox

RECEIVED
JUN 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 13 1972
FOR FILING
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7747

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

June 5, 1972

Pacific Northwest Bell Telephone Company
410 N. E. Clackamas Street
Portland, Oregon 97232

ATTENTION: Mr. M. G. Johnson
District Engineering Supervisor

Re: Telephone Conduit Installation
S.E. Foster Road-S.E. Causey Avenue Section
East Portland Freeway
Multnomah and Clackamas Counties
Project No. I-205-7(24)304

Gentlemen:

The successful low bidder for the above subject project is Granite Construction Company, P. O. Box 900, Watsonville, California 95076. The lump sum bids for the installation of telephone conduit on structures, as requested by your office, is $3,000.00 for the 92nd Avenue overcrossing of Johnson Creek and $6,000.00 for the Lester Avenue and Otty Road structures.

State Highway Division policy requires, that when the State's contractor performs work for other than the State, the contractor will not be instructed to proceed with the work until a check for the cost of the work is deposited with the State. You are, therefore, requested to deposit with the State a check in the amount of $9,000.00 to cover the cost of installing telephone conduits for the Company.

Your check should be made payable to the Oregon State Highway Division and directed to Mr. T. W. Litchfield, Railroad and Utility Engineer.

Very truly yours,

NOTED
A. E. JOHNSON

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: A. E. Johnson
V. E. Skoog
L. H. Young
H. S. Coulter
J. E. Holland
Jack Hesla
V. L. Gallagher

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JUN 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

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JUN 13 1972
FOR FILING
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

June 5, 1972

Northwest Natural Gas Company
123 N. W. Flanders Street
Portland, Oregon 97209

ATTENTION: Mr. G. R. Weaver

Re: Gas Line Conduit Installation
S.E. Foster Road-S.E. Causey Avenue Section
East Portland Freeway
Multnomah and Clackamas Counties
Project No. I-205-7(24)304

Gentlemen:

The successful low bidder for the above subject project is Granite Construction Company, P. O. Box 900, Watsonville, California 95076. The lump sum bid for the installation of gas line conduit on the 92nd Avenue structure over Johnson Creek, as requested by your office, is $4,000.00.

State Highway Division policy requires, that when the State's contractor performs work for other than the State, the contractor will not be instructed to proceed with the work until a check for the cost of the work is deposited with the State. You are, therefore, requested to deposit with the State a check in the amount of $4,000.00 to cover the cost of installing a gas line conduit.

NOTED
A. E. JOHNSON

Your check should be made payable to the Oregon State Highway Division and directed to Mr. T. W. Litchfield, Railroad and Utility Engineer.

Very truly yours,

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: A. E. Johnson
V. E. Skoog
L. H. Young
H. S. Coulter
J. E. Holland
Jack Hesla
V. L. Gallagher

RECEIVED
JUN 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

NOTED
A. E. JOHNSON

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

June 1, 1972

ATTENTION: Mr. R. H. Wolvert
Superintendent General Services

Re: Power Pole Relocation
S.E. Foster Road-S.E. Causey Avenue Section
East Portland Freeway
Multnomah and Clackamas Counties
Utility Project No. I-205-7(13)300

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of May 2, 1972, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of June 1, 1972.

Please contact Mr. J. E. Holland, Resident Engineer, 5821 N.E. Glisan, Portland, Oregon 97213, telephone 229-6935, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to June 1, 1972, in the amount of $187.80, will be made in accordance with Paragraph 7g(3) of PPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

George M. Baldwin
Administrator of Highways

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: Portland General Electric Company
attn: Mr. Roger W. Sharp

A. E. Johnson
R. E. Simpson
V. L. Gallagher (2)
V. E. Skoog w/attach
H. S. Coulter " (2)
J. E. Holland "
D. R. Adams "
Jack Hesla "

Note to H. S. Coulter: Please have a State Force Order prepared and submitted for this work. Prefix No. 626-1099. Return one copy of Est. and sketch with SFO.

RECEIVED
JUN 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

UTILITY UNIT
OREGON STATE HIGHWAY DIVISION

7711

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

May 31, 1972

Clackamas County Service District No. 1
County of Clackamas
Department of Public Works
902 Abernathy Road
Oregon City, Oregon 97045

ATTENTION: Mr. J. C. McIntyre

Re: Sanitary Sewer Installation
S.E. Foster Road-S.E. Causey Avenue Section
East Portland Freeway
Multnomah and Clackamas Counties
Project No. I-205-7(24)304

Gentlemen:

The successful low bidder for the above subject project is Granite Construction Company, P.O. Box 900, Watsonville, California 95076.

The estimated cost, based on unit bid prices, for the installation of sanitary sewer lines requested by the District is as follows:

Trench exc.	2928 c.y.	@	7.00	$20,496.00
6-inch san. sew. pipe	161 l.f.	@	3.00	483.00
8-inch san, sew. pipe	1810 l.f.	@	3.00	5,430.00
10-inch san. sew. pipe	1315 l.f.	@	3.50	4,602.50
Class "A" concrete inch sewer	42 c.y.	@	60.00	2,520.00
Bedding material	194 c.y.	@	7.00	1,358.00
Concrete manholes, 12 ft or less deep	5 only	@	600.00	3,000.00
Concrete manholes over 12 ft deep	1 only	@	800.00	800.00
Drop manholes	3 only	@	2,200.00	6,600.00
				$45,289.50

State Highway Division policy requires that, when the State's contractor performs work for other than the State, the contractor will not be instructed to proceed with the work until a check for the estimated cost of the work is deposited with the State. You are, therefore, requested to deposit with the State a check in the amount of $45,289.50 to cover the estimated cost of installing sanitary sewer lines for the District. Adjustment will be made upon completion of the project if the costs are greater or less than estimated.

NOTED
A. E. JOHNSON

Your check should be made payable to the Oregon State Highway Division and directed to Mr. T. W. Litchfield, Railroad and Utility Engineer, Room 314 State Highway Building, Salem, Oregon 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: CH2M - Attn: Mr. Dann Madden

A. E. Johnson
V. E. Skoog
L. H. Young
H. S. Coulter
J. E. Holland
Jack Hesla
V. L. Gallagher (2)

RECEIVED
MAY 1 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 30 1972
FOR FILING
7748

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE May 25, 1972

TO Mr. C. T. Keasey
Construction Engineer
B U I L D I N G

FROM Frank E. Terpin
Final Design Engineer

SUBJECT S. E. Foster Rd.-S. E. Causey Avenue Project
Contract No. 7748
Footpaths and Bicycle Trails

NOTED
F. B. KLABOE

The following items are chargeable to footpaths and bicycle trails on the subject project.

ROADWORK

Item No.	Item	Unit	Quantity	Contract Price	Total
15.	Watering	M-Gal.	10	$ 5.00	$ 50.00
16.	1"-0 Aggregate Base	Ton	320	4.50	1,440.00
17.	Class B Asphalt Concrete Mixture	Ton	165	8.00	1,320.00
18.	Asphalt Cement in Mixture	Ton	10	32.00	320.00
82.	Type CL-6 Chain Link Fence	Lin.Ft.	1000	2.50	2,500.00
85.	Concrete Walks	Sq.Yd.	3100	6.50	20,150.00
					$25,780.00

STRUCTURES

Bridge No.	Contract Amount	Footpath Percent	Total
13541B	$270,432.00	12%	$ 32,451.00
11070A	184,150.00	21%	38,671.00
9112 & 9113	849,080.00	15%	127,362.00
			$198,484.00

TOTAL ROADWORK AND STRUCTURES $224,264.00

CGS:jh
cc: F. B. Klaboe
V. E. Skoog
C. G. Swenson

RECEIVED
MAY 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 24 1972
FOR FILING

7748

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem

DATE May 23, 1972

TO James E. Holland
Resident Engineer

FROM ORIGINAL SIGNED BY
R. D. ASBURRY
L. H. Young
Programing Engineer

SUBJECT Contract 7748
(Bid Items 99, 112, 134, 147
Furnish Steel Piling)

Please note these bid items have been set up for both participating and nonparticipating quantities.

The extent of FHWA participation in these bid items will be only the piling length actually incorporated in the work. The difference between the total order length and the length actually incorporated in the work will be nonparticipating.

PAY ESTIMATE PROCEDURE

Prior to Semifinal Submission

1. On progress estimates enter all quantities as participating.

Semifinal Estimate

1. Adjust the participating quantity to the total length actually incorporated in the work.

2. Enter the difference (order length - length actually incorporated in the work) as nonparticipating.

A tabulation of the piling actually incorporated in the work should be submitted with the semifinal data.

VG:dg

cc A. E. Johnson
W. J. Hart
H. S. Coulter
John Howard

RECEIVED
MAY 2 1972
FOR FILING

7748

59
5.16.72

May 18, 1972

Clackamas County Service District No. 1
902 Abernethy Road
Oregon City, Oregon 97045

MISC. CONTRACTS and
AGREEMENTS No. 4498

Attention: Winston Kurth

Gentlemen:

Attached for your records is a fully executed copy of an agreement with Clackamas County Service District No. 1 covering the construction of three new sewer line crossings and related work on the S. E. Foster Road-S. E. Causey Avenue Section of the East Portland Freeway in Clackamas County.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

dr
Attachment

bc Ted Litchfield (conf. agree.)

RECEIVED
MAY 15 1972
FOR FILING
7748

May 12, 1972

Mr. R. E. Grant, Vice President
Donald M. Drake Company
1740 N. W. Flanders Street
Portland, Oregon 97209

Dear Mr. Grant:

In response to your May 4 letter regarding environmental considerations in connection with construction of the S. E. Foster Road-S. E. Causey Section of the East Portland Freeway (I-205), we submit the following:

1. The design hearing was held September 14, 1970 and FHWA design approval was granted for the section January, 27, 1972

2. State and Regional Clearinghouse approvals resulting from the A-95 Project Notification and Review System were received in September 1970.

3. An Environmental Reassessment was submitted to FHWA on November 12, 1971 and the FHWA concluded that an Environmental Impact Statement from Foster to Causey was not required under PPM 90-1.

4. Authority to advertise the project for construction (PSE approval) was authorized by FHWA April 5, 1972.

The foregoing comprises an abbreviated history of the project. It is our opinion that we have complied with all requirements to date; however, it would be pure speculation to assume that further environmental considerations might or might not become of moment during the life of the contract.

Mr. R. E. Grant
Donald M. Drake Company
May 12, 1972

The conduct of the contract operations would certainly affect the short-term environment, and the job should be planned by the contractor to minimize these effects.

Very truly yours,

George M. Baldwin
Administrator of Highways

By
ORIGINAL SIGNED
TOM EDWARDS

Tom Edwards
State Highway Engineer

LHY:bb cg
bc: George M. Baldwin
F. B. Klaboe
E. S. Hunter
L. H. Young

CONTRACTORS
DEVELOPERS

DONALD M. DRAKE COMPANY
1740 N. W. FLANDERS STREET • PORTLAND, OREGON 97209

TELEPHONE (503) 226-3891

May 4, 1972

Mr. Fred Klaboe, Deputy State Highway Engineer
Oregon State Highway Department
State Highway Building
Salem, Oregon 97310

Dear Mr. Klaboe:

We are planning to bid the S.E. Foster Road - S.E. Causey Ave. Freeway project, which bids on May 18.

We are aware of the problems which more repeatedly occur as a result of environmental considerations. Because these problems, when encountered, seriously affect job progress and cost, we will appreciate knowing prior to bidding if all environmental clearances and approvals have been obtained for construction of this project.

Any confirmation you can provide will be appreciated.

Very truly yours,

DONALD M. DRAKE COMPANY

R. E. Grant

R. E. Grant, Vice President
Construction

REG:br

RECEIVED
MAY 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 9 1972
PROGRAMMING SECTION

RECEIVED
MAY 1 1972
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

May 11, 1972

Clackamas Water District
P. O. Box 67
Clackamas, Oregon 97015

ATTENTION: Mr. Fred W. Whitfield

Re: Engineering Service Billing
Cornell, Howell, Hayes & Merryfield
S.E. Foster-S.E. Causey Avenue Section
S.E. Causey-Gladstone Interchange Section
East Portland Freeway
Multnomah and Clackamas Counties

Gentlemen:

Reference is made to your letter of March 23, 1972, which transmitted billings for engineering services supplied by Cornell, Howell, Hayes and Merryfield for the preparation of plans and specifications for the relocation of the District's facilities in conflict with the subject project.

The billing as submitted is insufficient in detail for processing through our Accounting Section. The following information is required:

1. State Highway Project Name (i.e. S.E. Foster-S.E. Causey Avenue Section, East Portland Freeway).
2. Project Number (I-205-7(13)300).
3. Approval of District by appropriate official.
4. Breakdown of hours spent by classification and rate.
5. Itemized list of expenses.

Separate billings must be submitted for work perfomred on the S.E. Foster-S.E. Causey Avenue Section and the S.E. Causey Avenue-Gladstone Interchange Section. The bill is hereby returned for revision and re-submission.

Very truly yours,

JMC:dl
Enclosure

George M. Baldwin
Administrator of Highways
ORIGINAL SIGNED BY
By T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

cc: A. E. Johnson
V. E. Skoog
H. S. Coulter
R. T. Heinz
J. E. Holland

RECEIVED
MAY 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

RECEIVED
MAY 1 1972

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

FOR FILING

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-8-72

FEDERAL AID PROJECT NO. 1-205-7(24)304	
STATE PROJECT NO. SE FOSTER ROAD–SE CAUSEY SECTION	
FROM: R. E. SIMPSON, DIVISION ENGINEER, SALEM, OREGON	PROGRAM NO.
ITEM NO. 1-699	COUNTY NAME: MULTNOMAH & CLACKAMAS
TO: 7748	PROGRAM STAGE (Check) ☐ 1. ☒ 2.

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
APRIL 5, 1972	APRIL 5, 1972	INTERSTATE ROUTE 205 / EAST PORTLAND FREEWAY ROUTE 64

GENERAL LOCATION:

CITY OF PORTLAND

NOTED
E. B. KLABOE

GENERAL DESCRIPTION OF WORK:

OUR PS&E AUTHORIZATION OF 4-5-72 FOR ON THE JOB TRAINING AUTHORIZATION AFTER CONCURRENCE IN AWARD IS INCREASED TO $12,000.00.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- ☐ LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- ☐ PREPARATION

- ☐ ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- ☐ OF BIDS
- ☐ CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

☒ OTHER (Specify) INCREASED ON THE JOB TRAINING TO $12,000.00

REMARKS

5-12-72
Young

RECEIVED
MAY 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
JOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-8-72		FOR DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
MAY 17 1972
OFFICE OF CITY AUDITOR

FOR FILING
7748

RECEIVED
COUNTY & CITY SECTION
MAY 4 1972
☐ ENGR. ☑ COOR. ☑ OE ☐ AE ☐ ME
☐ RPE ☐ CE ☐ RE ☐ RPE ☐

file I-205c Portland

GEORGE YERKOVICH
CITY AUDITOR

CITY OF PORTLAND
OREGON

May 2, 1972

MISC. CONTRACTS AND AGREEMENTS No. 3451

Mr. G. M. Baldwin, Administrator of Highways
Oregon State Highway Division
State Highway Building
Salem, Oregon 97310

Attention: Mr. H. S. Cox,
County and City Engineer

Dear Mr. Baldwin:

Enclosed please find duplicate copy of letter of understanding to further supplement Contract No. 12063 for construction of East Portland Freeway (I-205), to provide for a traffic channelization facility at the intersection of S. E. 92nd Avenue and S. E. Flavel Street as authorized by Ordinance No. 134395.

Yours very truly,

GEORGE YERKOVICH

Auditor of the City of Portland

By Charles J. Spear

Chief Deputy

MS:dlh
Encl.

RECEIVED
MAY 2 - 1972
FOR FILING

7748

DATE May 2, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Agreement
Clackamas County Service District No. 1

On the agenda for the May 16 meeting will be an agreement between the State and Clackamas County Service District No. 1 covering the construction of three new sewer line crossings and related work on the S. E. Foster Road-S. E. Causey Avenue Section of the East Portland Freeway in Clackamas County.

The work consist of installing the necessary sizes and length of sewer pipe, and six manholes. The work is to be included in our contract at an estimated cost of $48,000, which is to be borne by the District. The District shall advance to the State, upon notification of the unit bid prices, the estimated cost to construct these facilities. Upon completion of the installation and acceptance by the District, the District shall perform all structural and operational maintenance of the sewer facilities. Maintenance will be performed from outside the access control lines.

The State will provide the District with a pipeline permit for the operation of the District's facilities lying within highway right-of-way.

I recommed your approval and request authorization for the Secretary to sign the agreement for and on your behalf.

TW:dl cg

bc: Floyd Query
George Baldwin
F. B. Klaboe
A. E. Johnson
T. W. Litchfield
C. T. Keasey
L. H. Young
V. E. Skoog
L. W. Rulien
Gary Ross
Gary Sund

RECEIVED
MAY 2 - 1972
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

7748

HIGHWAY BUILDING • • • SALEM, OREGON PHONE 378-6507310

May 1, 1972

Portland General Electric Company
621 S. W. Alder Street
Portland, Oregon 97205

Attention: Mr. J. C. Verdieck, Supt.
General Services Department

RE: Power Distribution Relocation
S.E. Foster Road-S.E. Causey Ave. Section
East Portland Freeway
Multnomah and Clackamas Counties
Utility Project No. I-205-7(13)300

Gentlemen:

Your estimate and sketch map for the adjustment of your facilities on this project, as submitted with your letter of April 5, 1972, have been approved by the State and the Federal Highway Administration. You are hereby authorized to proceed with the work as of May 1, 1972.

Please contact Mr. J. E. Holland, Resident Engineer, 5821 N. E. Glisan Street, Portland, Oregon 97213, telephone 229-6935, at least three days prior to beginning work.

Reimbursement for the work performed on and subsequent to May 1, 1972, in the amount of $1,789.75, will be made in accordance with Paragraph 7g(3) of FPM 30-4 upon receipt of your statement of charges.

The beginning and completion dates of this work and reference to this letter by date and subject should be clearly shown on the bill.

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

Note to H. S. Coulter: Please have a State Force Order prepared and submitted for this work (Prefix No. 626-1099). Return one copy of Est. and sketch with SFO.

JMC:fw
cc: A. E. Johnson
R. E. Simpson
V. L. Gallagher (w/att.) (2)
V. E. Skoog
H. S. Coulter (w/attach) (2)
J. E. Holland "
D. R. Adams "
Jack Hesla

RECEIVED
MAY 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
MAY 1 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 28, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM E. S. Hunter
Assistant State Highway Engineer

SUBJECT

Your comments regarding the high concentration of detail on plan sheets for urban projects and your suggestion of adding a separate sheet indicating right of way utility and other encroachment details is appropriate. We will consider this on future plans.

ESH:jf

bc: F. B. Klaboe
Frank Hall

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 21, 1972

In reply refer to10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(13)300
I-205-7(24)304
S. E. Foster Road-S.E. Causey Avenue Section
East Portland Freeway
Utilities

In reviewing utility estimates and relocation proposals we have noted some difficulty in associating the work with other project details on the contract plans. Paragraph 4(i) of PPM 40-3.1 requires, among other things, that utilities be shown on the plans.

Since the construction plans for urban facilities are already cluttered with volumnous detail I do not advocate adding more detail to these sheets. I would, however, suggest that consideration be given to adding a separate section to the plans that would show only right of way, utility and other encroachment details. This could result in reducing the high concentration of detail on any one sheet and improved clarity for those reviewing and bidding on these complex projects.

4-27-72
REFERRED TO
Hawks
STATE HIGHWAY ENGINEER

RECEIVED
APR 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
APR 27 1972
FEDERAL HIGHWAY

7748

534

April 25, 1972

TO: Mr. R. E. Simpson, Division Engineer
Federal Highway Administration

FROM:
A. E. Johnson
Assistant State Highway Engineer

SUBJECT: 92nd Avenue Overcrossing
S. E. Foster Rd.-S. E. Causey Ave. Section
East Portland Freeway - I-205
Multnomah County
Bridges 9711 and 9711A
Your File 10-35-FA
I-205-7(24)304

In your letter of April 12, 1972 approving a WABO expansion joint on the subject structure as submitted by Mr. Wallace's letter on March 16, 1972, it was requested that we resubmit this in advance of the PS&E date.

This structure may be added to the project scheduled for a May 18, 1972 letting date. The experimental features will be identified on the PS&E estimate and arrangements to provide for the post-construction inspection and evaluation reports will be made.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart

JMT:dh ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 12, 1972

In reply refer to: 10-35-FA
I-205-7(24)304

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Use of WABO Expansion Joint as an Experimental Item on
92nd Ave. Overcrossing
S.E. Foster Road-S.E. Causey Ave. Section

It is noted that while it would be quite satisfactory to install a WABO expansion joint on the 92nd Avenue overcrossing structure as an experimental feature under a previously approved work plan as requested in Mr. Wallace's March 16 letter that structure has been deleted from the project.

It will be necessary to resubmit a request to use this experimental feature when this structure is again advanced to program status. It is also necessary to identify the experimental features on the PS&E estimate and make the necessary arrangements to provide for the post construction inspection and evaluation reports.

4-17-72

NOTED
F. B. KLABOE

RECEIVED
APR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

NOTED
W. J. HART

RECEIVED
APR 18 1972
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7741

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 21, 1972

In reply refer to 10-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(13)300
I-205-7(24)304
S. E. Foster Road-S.E. Causey Avenue Section
East Portland Freeway
Utilities

In reviewing utility estimates and relocation proposals we have noted some difficulty in associating the work with other project details on the contract plans. Paragraph 4(i) of PPM 40-3.1 requires, among other things, that utilities be shown on the plans.

Since the construction plans for urban facilities are already cluttered with volumnous detail I do not advocate adding more detail to these sheets. I would, however, suggest that consideration be given to adding a separate section to the plans that would show only right of way, utility and other encroachment details. This could result in reducing the high concentration of detail on any one sheet and improved clarity for those reviewing and bidding on these complex projects.

4-27-72
Hamilton

RECEIVED
APR 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

RECEIVED
APR 18 1972
FOR FILING

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7748

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 12, 1972

In reply refer to: 10-35-FA
I-205-7(24)304

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Use of WABO Expansion Joint as an Experimental Item on
92nd Ave. Overcrossing
S.E. Foster Road-S.E. Causey Ave. Section

It is noted that while it would be quite satisfactory to install a WABO expansion joint on the 92nd Avenue overcrossing structure as an experimental feature under a previously approved work plan as requested in Mr. Wallace's March 16 letter that structure has been deleted from the project.

It will be necessary to resubmit a request to use this experimental feature when this structure is again advanced to program status. It is also necessary to identify the experimental features on the PS&E estimate and make the necessary arrangements to provide for the post construction inspection and evaluation reports.

4-17-72

NOTED
F. B. KLABOE

RECEIVED
APR 14 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-344

U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4/11/72

FOR FILING

FROM: R. E. SIMPSON, DIVISION ENGINEER, SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. 1-205-7(24)304
	ITEM NO. 1-699	STATE PROJECT NO. S. E. FOSTER ROAD - S. E. CAUSEY SECTION
		COUNTY NAME MULTNOMAH & CLACKAMAS
		PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

7748

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

4-13-72 Young

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
APRIL 5, 1972	APRIL 5, 1972	INTERSTATE ROUTE 205
		STATE ROUTE NUMBER: EAST PORTLAND FREEWAY ROUTE 64

GENERAL LOCATION:

CITY OF PORTLAND

GENERAL DESCRIPTION OF WORK: AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $15,000; TEMPORARY EROSION CONTROL $10,000; ON THE JOB TRAINING $8,000 AND RAILROAD PROTECTIVE COSTS $27,000 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

NOTED R. E. SIMPSON

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION
- [XX] OTHER (Specify) CONTRACTOR'S FLAGGING $15,000; TEMPORARY EROSION CONTROL $10,000; ON THE JOB TRAINING $8,000; RAILROAD PROTECTIVE COSTS $27,000

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS MR. YOUNG'S 4-3-72 AND 4-5-72 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED. FEDERAL FUNDS ARE NOT ELIGIBLE FOR PARTICIPATION IN ANY INTEREST PAYMENTS THAT MAY BECOME DUE AND PAYABLE UNDER SEC. 109.12 " FINAL ESTIMATE & FINAL PAYMENT" OF THE PROJECT SPECS.

USE OF UNIROYAL #6125 LIQUID MEMBRANE DECK WATERPROOFING ON LESTER AVE. & OTTY ROAD STRUCTURES AS REQUESTED IN M. L. WALLACE'S 3-16-72 LETTER IS APPROVED AS AN EXPERIMENTAL ITEM UNDER THE STATE WIDE PLAN PREVIOUSLY APPROVED. ARRANGEMENTS MUST BE MADE FOR THE POST CONSTRUCTION INSPECTIONS AND EVALUATION REPORTS DESCRIBED IN THAT PLAN.

THIS AUTHORIZATION IS GRANTED ON THE UNDERSTANDING THAT THIS PROJECT WILL BE ADVERTISED FOR SIX (6) WEEKS AND THAT RIGHT OF ENTRY AND USE OF ALL RIGHT OF WAY EXCEPT THAT EXEMPTED BY OUR 4-5-72 MEMORANDUM (4 PARCELS) WILL BE OBTAINED PRIOR TO YOUR REQUEST FOR CONCURRENCE IN AWARD.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-11-72		DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
APR 14 1972
FOR FILING

Form FHWA-121 (...67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: April 5, 1972

In reply refer to: 10-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(24)304
S.E. Foster Road-S.E. Causey Ave. Section
Contractor's Access to Right of Way

As requested in Mr. Young's April 3 letter the above subject has been carefully reviewed and together with the understanding that bids for this project will not be received until May 18, it has been determined as provided in Paragraph 10 of PPM 21-6.3 to be in the public interest to proceed with the project although all the right of way will not be available to the contractor at the time of the award of the contract. Two parcels file Nos. 46175 and 46210 will not be available until June 1, 1972 and another two parcels Nos. 40195 and 46935 will not be available until June 20, 1972.

4-12-72
Hunter Young - Hall.
Matching

RECEIVED
APR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917-544

RECEIVED
APR 3 - 1972

E17

April 3, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

by

L. H. Young
Programing Engineer

SUBJECT S.E. Foster Rd.-S.E. Causey Ave. Section
Project No. I-205-7(24)304

We hereby request the requirements of paragraphs 7c of PPM 21-12 and 10e of PPM 21-6.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated award date) be waived as being in the public interest for the above-mentioned project.

There are four right-of-way files involved in the restriction on this project listed as follows:

File	Location	Date Restriction Ends
40195	Sta. 523	June 20, 1972
46175	Sta. 499	June 1, 1972
46210	Sta. 601+75	June 1, 1972
46935	Sta. 536	June 20, 1972

Files 46175, 46210 and 46935 are on the edge of the right-of-way and will not hinder the contractor's use of the areas required for clearing and grading on the main roadway. File 40195 borders the south side of the Portland Traction Company's tracks and represents approximately 5.7 percent of the project. Right-of-way is available for the performance of the major portion of the grading and structure work, therefore, the restrictions will not cause any delay to the contractor in the final completion date, or increase

the cost of the overall project. There is a distinct advantage to award the contract at this time rather than delaying until the right-of-way is completely clear in that the contractor will have the full summer work period, the project is designed and ready to go, and financing is available.

The attached sketch maps delineate the restricted right-of-way as outlined in red and the contract plans will contain sketches showing the areas and dates that the contractor will be required to remain off the properties. The contract specifications will contain the restrictive clause required in paragraph 6e of PPM 21-6.3, that the areas shown will not be available for the contractor's use until after June 1, 1972 for files 46175 and 46210 and June 20, 1972 for files 40195 and 46935.

CL:bb
Attach.

cc: E. S. Hunter
John Oakes
F. L. Hall
C. G. Swenson
R. N. Chase

RECEIVED
APR 6 - 1972
FOR FILING
7748

April 5, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

By
L. H. Young
Programing Engineer

SUBJECT S.E. Foster Rd.-S.E. Causey Ave. Section
Project No. I-205-7(24)304

This is to supplement our letter of April 3, 1972 requesting authorization to advertise several Federal-aid projects, the subject project included, for bids to be received April 27, 1972. We hereby request your authorization, effective April 5, 1972, to advertise the subject project for a period of six weeks for bids to be received on May 18, 1972.

The certifications and status reports regarding the subject project contained in our April 3, 1972 letter still apply.

R:C:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-9 (REV. 4-61)

REQUEST FOR APPR
OF INDIVIDUAL PROJECT PRO
(PPM 21-1 AND 22

CARD	REPORT NUMBER (19)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65			FUTURE (66)–(70)	YEAR (71)–(72)	RE (74)
2		I-205 SE Foster Rd., S. 2.77 Mi.	ADT	25,000 44,700*	109,200*	92	

CARD	CHARACTER OF PROPOSED WORK (35 spaces) 28–62	NATL. FOREST (63)–(65)	FOR MISCELLANEOUS FUNDS ONLY							
			FH ROUTE NO. (66)–(68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72–73	PL AUTH YR. 74–75	PR 76
3	Gr., Dr., 6 Strs., & Traf. Signal								

CARD	CLASS OF FEDERAL FUNDS [1]	COUNTY NAME
4	Interstate	Multnomah

NAME OF URBAN AREA 17–31	F.A. SYSTEM	RT
Portland	Interstate	

CARD 5	LINE NO.	CHNG CODE	PROJECT COUNT	WORK CL	WORK TYPE (43–46)	STEP 58	STATUS	ITEM NUMBER	PROJECT NUMBER	TERMINI	MILES (54)–(56)	TOTAL COST (59)–(66)	PRO FE (67)
1	(1–6)	16	41	42									
5					PE ROW CONST		ITEM AS NOW PRO-GRAMED	699	I-205-7 (24)304	I-205 SE Foster Rd. S. 2.77 Mi. "S.E. Foster Rd.-S.E. Causey Ave. Section"	2.77	10,000,000	9
										PROJECT TOTAL	2.77	10,000,000	9
5					PE ROW CONST		RE-QUESTED REVISION	699	I-205-7 (24)304	I-205 SE Foster Rd., S. 2.77 Mi. "S.E. Foster Rd.-S.E. Causey Ave. Section"	2.77	(16) 9,441,161 (23)	(24) 8
										PROJECT TOTAL	2.77	9,441,161	8

CARD			
1	A form PR-1 or PR-9 has been submitted within the last 7 days.	Yes ☐	PROJECT WITHDRAWN YES ☐
1	COLUMN 14 ⟶	CODE 11	CODE 2

NOTE: Projects splitting into two or more projects. Prepare a form PR-1 for all new projects resulting from such action.

REASON FOR CHANGE: To eliminate from the proposed ch
361')(type code X281)(SE 92nd Ave. o'xing) and ad
This revision is necessary in order to remain wit
balance. The eliminated str. will be programed at

DATE OF INITIAL APPROVAL:	PROGRAM REVISION REQUESTED	RECOMMENDED
March 24, 1972	DATE: April 5, 1972	DATE:
OTHER:	SIGNATURE: ~	SIGNATURE:
	Programing Engineer	TITLE:

[1] If revision includes transfer from one class of project to another, or covers joint financing, show both classes of funds involved.

PREVIOUS EDITIONS OF THIS FORM ARE OBSOLETE AFTER 7-1-61

4-5-72

Budget Bureau No. 41-R2068; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

REQUEST FOR APPROVAL
OF INDIVIDUAL PROJECT PROGRAM CHANGE
(PPM 21-1 AND 22-1)

Mi. (65)	ADT	25,000 44,700*	FUTURE (66) (70) 109,200*	YEAR (71) (72) 92	REGION (74) (75) 10	STATE NAME Oregon	STATE CODE (2) (3) 35	APPN. CODE 4 6 042	ITEM NO. (14) (18) 699

FOR MISCELLANEOUS FUNDS ONLY						PROJECT NUMBER		I PROJECTS ONLY	
E NO (68)	SUPV AGCY 69	DA CLASSIF. 70	DA AREA 71	EMERG. YR. 72 73	PL AUTH YR. 74 75	PREFIX LETTER(S) 14 I- 23	NUMBER-AGR. NO. 7 205-7 (24) 13	POST MI. (24) (28) MI. 304	DESIG. 27

	COUNTY NAME	CODE
	Multnomah and Clackamas	051 (14) 005 (16)

F.A. SYSTEM	RTE NO.	FEDERAL AID	STATE (32)	U.S. (36) (37)
Interstate	I	I-205	64	I-205 (41)

TERMINI	MILES (64) (58)	PROJECT COST TOTAL COST (59) (66)	FEDERAL FUNDS (67) (76)	STATE FUNDS	CHARACTER OF PROPOSED WORK
I-205 SE Foster Rd. S. 2.77 Mi. "S.E. Foster Rd.-S.E. Causey Ave. Section"	2.77	10,000,000	9,226,000	774,000	Gr., Dr. (8-lane 1.0 mi., 6 lane 1.77, 10' shldrs. & 56' med.) 3 twin o'xings 2 U-xings, 2 bridges (length 2049'). Traffic signals & RR prot. serv.
PROJECT TOTAL	2.77	10,000,000	9,226,000	774,000	
I-205 SE Foster Rd., S. 2.77 Mi. "S.E. Foster Rd.-S.E. Causey Ave. Section"	2.77	(16) (23) 9,441,161	(24) (33) 8,710,414	730,747	Gr., Dr. (8-lane 1.0 mi. 6 lane 1.77 mi., 10' shldrs. & 56' med.) 2 twin o'xings, 2 U-xings, 2 bridges (length 1688'). Traffic Signals & RR prot. serv.
PROJECT TOTAL	2.77	9,441,161	8,710,414	730,747	

REASON FOR CHANGE: To eliminate from the proposed character of work one (1) twin o'xing str. (length 361')(type code X281)(SE 92nd Ave. o'xing) and adjust "Project Cost" to agree with latest estimate. This revision is necessary in order to remain within Oregon's present obligation authorization balance. The eliminated str. will be programed at a later date when add'l. obligation bal. is available.

EVISION REQUESTED	RECOMMENDED	APPROVED
72	DATE	DATE
	SIGNATURE	SIGNATURE
neer	TITLE	TITLE

show both classes of funds involved.

USCOMM-DC 48908-P61

RECEIVED
MAR 29 1972
FOR FILING

7748

DATE March 28, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Footpaths and Bicycle Trails**
April 27 Bid Letting

Bids will be taken April 27, 1972 on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. S. E. Foster Road-S. E. Causey Avenue Section, East Portland Freeway, Multnomah and Clackamas Counties
Grade and Structures Project

   Sidewalks are being provided on overcrossing structures and various locations throughout the length of the project.

2. N. Columbia Boulevard-Marquam Bridge Section, Pacific Highway, Multnomah County
Sign, Illumination and Safety Project

   No footpaths or bicycle trails are incorporated in this project as no new highway construction, reconstruction or relocation is involved.

3. Arlington and Lime Sections, Columbia River and Old Oregon Trail Highways, Gilliam and Baker Counties
Pneumatic Applied Mortar Project

   Same as Number 2.

4. La Grande Section, Old Oregon Trail Highway, Union County
Roadside Improvement Project

Same as Number 2.

5. Ross Island Bridge-Roadway Street Section, Pacific Highway East, Multnomah County Roadside Improvement Project

Same as Number 2.

6. Rickreall-Independence Junction Section, Willamina-Salem Highway, Polk County
Grade, Pave, Structure and Sign Project

Sidewalks are being provided on this project.

7. Sodaville Road-Vail Creek Section, Santiam Highway, Linn County
Grade and Pave Project

Sidewalks are being provided on this project.

8. 5th Street-Oak Street (Phoenix) Section, Rogue Valley Highway, Jackson County
Grade and Pave (Co-op.) Project

Sidewalks are being provided on this project.

9. S. E. 17th Street and Powell Boulevard Section, Mt. Hood Highway, Multnomah County
Grade, Pave and Structure Project

Sidewalks are being provided on this project. Previously on January 11 meeting agenda.

10. Gales Creek Road at "E" Street and Pacific Avenue at "B" Street (Forest Grove) Section, Washington County
Grade, Pave, Signals and Illumination Project

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where...other available ways or other factors indicated an absence of any need for such paths and trails."

11. Newmark Street-South City Limits (North Bend) Section, Broadway Street, Coos County
Grade and Pave Project

Same as Number 10.

12. Columbia River Highway-Old Portland Road Section, FAS 574 (Gable Road), Columbia County
Grade, Pave and Signal Project

Paths and trails will not be established under this project inasmuch as the cost of establishing such paths or trails would be excessively disproportionate to the need and use. Location/design approval for the project was given November 3, 1969. Subsequently, right-of-way and design criteria was established in 1970, which was before the effective date of ORS Chapter 376 as adopted by the 1971 legislature. Columbia County has already acquired the necessary right-of-way for the project based on a roadway consisting of two 12-foot travel lanes and 8-foot paved shoulders. To revise the roadway at this time and require the County to return to the property owners for additional right-of-way to accommodate a footpath or bicycle trail would cause unwarranted expense to the County.

13. Thompson Falls (MP 12.4) Slide Section, FAS 608, Lewis & Clark Road, Clatsop County
Slide Correction Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

14. Little Nestucca River (Header) Bridge Section, Little Nestucca Highway, Tillamook County
Grade, Pave and Structure Project

Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that "Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use.

15. Delta Highway-Coburg Road (Eugene) Section, Willamette Bikeway, Lane County
Grade and Pave Project

Provides a bike route along the Willamette River. Previously on February 22 meeting agenda.

16. Columbia River (Astoria) Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

17. Youngs Bay Bridge, Oregon Coast Highway, Clatsop County
Painting Project

Same as Number 13.

18. Charleston (South Slough) Bridge, Cape Arago Highway, Coos County
Painting Project

Same as Number 13.

19. Cascade Highway at Otty Road Section, Clackamas County
Traffic Signal Project

Same as Number 13.

20. Pacific Highway West at Villa Road (Newberg) Section, Pacific Highway West, Yamhill County
Traffic Signal Project

Same as Number 13. Previously on February 22 meeting agenda.

21. Mary S. Young State Park, Clackamas County
Grade, Pave and Building Project

Footpaths will be established within the park.

22. Cedar Hills Boulevard Interchange, Sunset Highway, Washington County
Roadside Improvement Project

Footpaths or bicycle trails are not incorporated in this project as no highway construction, reconstruction or relocation is involved.

23. Harmony Road Interchange-Cascade Highway Section, Clackamas Highway, Clackamas County
Roadside Improvement Project

Same as Number 22.

These matters will be on the agenda for the April 6 meeting and your approval is requested.

JDM:jp 1a

bc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
Victor D. Wolfe
Gary Sund
Gary Ross

TRANSACTION NUMBER 3-98

FORM PR-48
(REV.-7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-24-72

BY (Signature): MR. ASBURRY'S MARCH 17, 1972 LETTER

TITLE: ASSISTANT PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 699 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
699	I-205-7(24)304	2.77	10,000,000	9,226,000	SE FOSTER ROAD – SE CAUSEY AVENUE SECTION.	GRADE, DRAIN 7 STRUCTURES AND TRAFFIC SIGNALS.

RECEIVED
MAR 20 1972

FOR FILING

3-24-72

REMARKS (Division)

7717

3-28-72

RECOMMENDED

DATE _____ SIGNATURE AND TITLE _____

APPROVED

DATE 3-24-72 SIGNATURE AND TITLE R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
FISH COMMISSION

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

7748

March 21, 1972

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

NOTED
E. S. HUNTER

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

This is in reply to your letter of February 24, 1972, regarding the preliminary plans for the following projects:

1. S. E. Foster Road - S. E. Causey Avenue Section
   East Portland Freeway, Multnomah and Clackamas Counties
2. Newmark Street - S. City Limits (North Bend)
   City Street, Coos County
3. Columbia River (Astoria) Bridge
   Oregon Coast Highway, Clatsop County
4. Youngs Bay Bridge
   Oregon Coast Highway, Clatsop County

We have received a copy of the letter to your office dated February 29, 1972, from Burt Carnegie of the Fish Commission of Oregon. We concur in their comments, and especially in their remarks regarding the Johnson Creek channel change, contained in the letter on this phase submitted to Mr. Victor Wolfe on February 2, 1972.

Thank you for the opportunity to comment.

3-22-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
MAR 22 1972
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

NOTED
R. L. SCHROEDER

cc: Dir. FCO

RECEIVED
MAR 28 1972
FOR . . LING

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

7748

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: March 21, 1972

In reply refer to: 10-35.6

FROM : for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205
Johnson Creek Complex

313.

Mr. Klaboe's memorandum of March 9, 1972, transmitting Mr. R. L. Lenz's Addendum No. 2 dated March 7, 1972, adequately explains the unanswered questions contained in our February 25 memorandum. Subject to approval by the Corps of Engineers of the Johnson Creek lined channel, the project appears to be cleared. Preliminary plans for the Johnson Creek Overcrossing, 92nd Avenue Structure and the Flavel Street structure of Johnson Creek are hereby approved as a package as being in the best interests of the public and Interstate program.

3-23-72
REFERRED TO
Hunter - Johnson - Gray
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
MAR 22 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

Copy to
Vic Wolfe
3-24-72

NOTED
JOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 917.

RECEIVED
MAR 13 1972
FOR FILING

EPF

Foster - Causey
I-205-7(2)301
373

March 9, 1972

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

Re: Oregon Project I-205
Johnson Creek Complex
Your Ref: 10-35.6

With reference to your February 25 memorandum relating to certain deficiencies with respect to the report covering the hydraulics of the Johnson Creek Crossing, I am enclosing Addendum No. 2 which, I believe, will cover the information you had requested.

If other questions come to mind, Mr. R. L. Lenz will be happy to discuss them with you.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

E. S. Hunter
Assistant State Highway Engineer

RLL:jp jf
Attachment

bc: Tom Edwards
F. B. Klaboe
Victor D. Wolfe

March 7, 1972

ADDENDUM NO. 2 -- HYDRAULICS REPORT
JOHNSON CREEK CHANNEL CHANGE
S.E. FOSTER ROAD-S.E. CAUSEY BOULEVARD
EAST PORTLAND FREEWAY
MULTNOMAH AND CLACKAMAS COUNTIES

Further information on various aspects of this channel change and its effects on the flood plain associated with Johnson Creek was requested by letter from the Division Office, Federal Highway Administration, Salem, a copy of which is attached.

The seven points mentioned in the letter will be answered by their respective numbers.

No. 1: The channel alteration and new structures have been coordinated with the plans and needs of the City of Portland and the county of Multnomah. Early approval by the Corps of Engineers was received but the revised plan has not been officially approved. Metro Division is handling this phase and, at the last word, they have been informed by the Corps that an official letter would be sent out right away.

No. 2: Reason for the proposed alteration -- Requested by City of Portland, Resolution #30800 (September 24, 1970 meeting), Item 2 - "that the Commission (Highway) consider altering the proposed freeway design in the vicinity of S.E. Glenwood Street to allow for the design and insertion of the Mt. Scott Boulevard Overpass (Industrial Collector) and realignment of Johnson Creek, as per the Planning Commission's report and exhibits." (The exhibits refer to the P.C.P.C. Job No. 6607, I-205 Johnson Creek Area Plan - Maps 1 and 2 - September 1970.) Also supporting the above request is a letter from

Director of Public Works, Multnomah County, dated August 17, 1971 in basic agreement with the City's proposal.

No. 3: Based on a 24-hour unit hydrograph derived from the 1964 discharge hydrograph at the Sycamore gaging station, the 50-year design flood for the upper 28(+) miles of Johnson Creek drainage would be about 4300 cfs. This unit hydrograph is based on rainfall only, and does not include the 1 inch water equivalent of the snow which was present during the first rainfall period preceding the 1964 flood peak. Although the bulk of the remaining drainage area from Sycamore to 82nd Avenue is to be handled in the future by a storm sewer system which could peak before the runoff from the upper reaches of Johnson Creek arrives at 82nd Avenue, it is reasonable to assume a second storm having a smaller magnitude than the first could produce simultaneous peak flows in the creek and storm sewer.

Since the unit hydrograph was derived from data for the 1964 flooding, additional development in the drainage basin (urbanization, etc.) since 1964 will have increased the runoff coefficient thus changing the shape and magnitude of the unit hydrograph - hence a rate of runoff greater than 4300 cfs could be expected. Runoff coefficients employed by various engineering consultants and the City and County engineering staffs vary from 0.25 to 0.33 in the urban areas to 0.50 in the suburbs. Further channel work upstream of 92nd Avenue which would straighten out and improve Johnson Creek would

decrease the concentration time as well as remove flood plain storage area. Urbanization rates have increased by leaps and bounds since 1964 and, since we must design for at least 20 years hence, 6,000 cfs would be a conservative design flood. Further support for this design is included in the answer for No. 5.

No. 4: I have been informed by Mr. Stewart, Planning Section, Corps of Engineers of Portland District, that the original authorization for the channel improvement for Johnson Creek did not expire in 1971 because the Metropolitan Service District became a sponsor before the deadline. The 1973 fiscal year budget by Congress has an additional $58,000 for bringing the original study up-to-date; the study limits are Milepost 0 to Milepost 10.8 (Sycamore gaging station.)

No. 5: The drainage area which we feel is contributing to Johnson Creek at 82nd Avenue comes to 50.6 square miles; this includes about 1.5 square miles of city drainage west of 82nd Avenue, bounded approximately on the north by Morrison Street, on the south by Powell and Holgate, on the west by Mt. Tabor, and by 82nd on the east.

No. 6: There are two parts to this question and they will be answered separately.

Encroachment on the flood plain: Attached is a sketch map which is a reproduction of Plate 3 from the report by Haner, Ross & Sporseen. The largest

delineated flood area was for the 1916 and 1937 floods with discharges of 2650 cfs at Sycamore. Since the recorded discharge for the 1964 flood was 2620 cfs, it is reasonable to assume that the flooded areas are coincident with those shown for the 1916 and 1937 floods. Note that flood waters were bounded on the west by 92nd Avenue and southerly to a point just south of the railroad tracks where it apparently crossed 92nd Avenue; therefore, any road fill placed in the flood plain parallel and adjacent to 92nd Avenue would not impede the progress of the floodwaters to any greater degree than does 92nd Avenue. The loss of storage area due to the road fill would be inconsequential since the water depth was shallow and the area of the fill relatively small compared to the size of the flood plain.

Water surface profiles: The channel was sized for a design flood of 6,000 cfs to conform with the water surface profile established by the Corps of Engineers' 1958 report. It appears that the Corps maintained a bankfull stage in their design flood of 3,000 cfs by the use of weirs and constrictions to induce backwaters at various reaches of the channel thus reducing flow velocities. The basic assumption of the water surface profile for our design flood was that it would not exceed that of the Corps' - that no matter what the design flood estimate would be, the final water profile would coincide with a bankfull stage. We have, therefore, produced the Corps' water surface profile and channel bottom profile upstream through our proposed lined channel-change.

It must be noted, though, that the present control is the existing channel below 92nd Avenue; unless the section downstream of 92nd Avenue and through 82nd Avenue is improved, flooding upstream from 82nd and 92nd will not materially change from that of 1964. The 6,000 cfs discharge profile is shown in color on the attached sketch. All losses from bends and increased channel length have been incorporated into the channel design so that in matching the Corps' water surface profile for their 3,000 cfs design flood, our profile for a 6,000 cfs design flood has only increased the water surface at the upper end by about 0.2 foot.

No. 7: Protection at the downstream end of the concrete lined channel will be handled with riprap two feet thick. The channel will be tapered back to the existing channel configuration and riprapped lined for 150 feet. There will also be a cutoff wall at the end of the concrete lining.

Victor D. Wolfe
Location Engineer

By Richard L. Lenz

Richard L. Lenz
Hydraulics Engineer

RLL:jp

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 25, 1972

In reply refer to: 10-35.6

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205
Johnson Creek Complex

We have reviewed your hydraulic submission of February 16 on the subject project and several questions still remain unanswered. The submission included:

1. The November 23, 1971, memorandum by Mr. Lenz titled "Johnson Creek Channel."

2. Undated memorandum by Mr. Lenz titled "Addendum, Hydraulics Report, Johnson Creek Channel Change."

3. January 5 letter to Mr. Robert W. Schoning on the Johnson Creek Channel Change, East Portland Freeway.

In general we feel that the above information does not indicate that the State has made a complete and thorough evaluation for a major project in the Johnson Creek area, particularly when you review the long history of Johnson Creek flooding and the number of agencies and people engaged in solutions to this flooding. We understand, however, you have done considerable investigative work that was not mentioned in your submittal. Reference to this work coupled with the answer to the comments below are requested to clear this project for construction.

1. We have to assume that the hydraulic design for channel alteration and new structures over Johnson Creek, as proposed by you, have been coordinated with the City of Portland, the Corps of Engineers, and Multnomah County, and that much of the design has been made to conform with the plans and needs of these agencies. This should be documented.

2. For highway purposes only we consider the existing location of Johnson Creek to be the preferred crossing by I-205. The reasons for the alteration proposed should be documented.

RECEIVED
MAR 3 1972
LOCATION SECTION

(more)

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

3. Your design discharge of 6,000 c.f.s. is at least as great as the Corps' STANDARD PROJECT FLOOD which is such a rare event that a frequency cannot be assigned. Since the 50-year recurrence interval flood and the maximum flood of record at the crossing are approximately 4,000 c.f.s. you should document the reasons for using the larger discharge.

4. The Corps' May 1958 DESIGN, MEMORANDUM, JOHNSON CREEK AT PORTLAND AND VICINITY, may no longer be pertinent. The present status of the Corps' authorized channel improvement project for Johnson Creek should be documented.

5. You show a drainage area at the I-205 crossing of 49 square miles. This figure appears incorrect since the Corps' FLOOD PLAIN INFORMATION REPORT, dated May 1970 shows only 46 square miles at 82nd Avenue including the noncontributing sinkhole in the Powellhurst area.

6. IM 20-1-67, dated April 26, 1967, subject: Evaluation of Flood Hazards -- Federally Financed Highways, requires that evaluations be made to assure that any highway structure, roadway embankment or bridge that encroaches on or crosses the flood plain of a drainage course will not cause a significant adverse effect to developments in the flood plain and will be capable of withstanding the flood flow with minimum damage.

   Your watersurface profiles should show the design flood both with and without the work proposed on this project as well as the anticipated watersurface profile with the completed stream improvement project. We are concerned with what the channel bends will induce and the overall increase in length this temporary section will have on potential backwater buildup. If you show the December 1964 watersurface profile (Q_{25}+) in the vicinity of the project and a new watersurface profile for the same discharge with the new channel alteration and structures then the questions would be answered.

7. What provision is to be made at the downstream end of the concrete-lined channel to prevent excessive erosion?

These are items of concern that remain unanswered in your submission. Please review your files and provide us with appropriate comments.

RECEIVED
FEB 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 3 - 1972
FOR FILING

A E Johnson

OREGON STATE HIGHWAY DIVISION

NOTED
A. E. JOHNSON

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 23, 1971

Mr. K. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97310

I-205-7(8)301

Dear Mr. Simpson:

Johnson Creek Structures
S. E. Foster Rd.-S. E. Causey Ave. Section
East Portland Freeway - Multnomah Co.
Bridges 13541, 13541A, 13541B, 11070A

Enclosed are five prints each of Drawings 27600, 27675, and 27799 which are the preliminary plan and elevation sheets for the Johnson Creek structures. Also enclosed are five copies of a sketch for the proposed layout, a cross section at the freeway structures, and a letter of commitment by the City of Portland to widen 92nd Street. The hydraulic report and "foundation recommendations" will be forwarded when they become available.

The twin freeway structures carry four 12 foot lanes of traffic each and have inside and outside shoulders of 12 feet. They cross over the 50 foot bottom width channel change for Johnson Creek, the 44 foot wide Flavel Street extension, and a 6 foot walk and 8 foot bicycle path on the south side of the street. The grades are those of the East Portland Freeway projected south from the Portland Traction Railroad overcrossing.

The Flavel Street structure provides for two 12 foot lanes, 10 foot shoulders, and a 16 foot median for turning with an 8 foot walk on one side. This structure carries the Flavel Street extension over the 50 foot bottom width channel change for Johnson Creek. The 92nd Street structure provides for two - 12 foot lanes, 10 foot shoulders, plus a turning lane, and 8 foot walks each side. This structure carries 92nd Street over the Johnson Creek channel change.

The freeway structures are post-tensioned concrete box girders with a span arrangement to clear the channel change with Span 2 and clear Flavel Street with Span 3. Oval columns tapered toward the bottom will be used at this site. A two span post-tensioned box girder estimated to cost $1,224,000 was considered inappropriate for this crossing because of its extra massiveness and higher cost.

The 92nd Street structure is a 3 span poured in place slab span with a 65 foot center span to clear as much of the channel as possible and keep the structural depth to a minimum. The Flavel Street structure is a three span post-tensioned box girder. A single span with cantilevers was considered but the cost was the same and the structural depth was geater. Oval columns tapered toward the bottom will be used on these two structures.

The foundation information available at this time indicates the use of steel piling at all bents. The footings for the bents adjacent to the channel are placed below the channel bottom.

The approximate costs for these structures, based on estimated quantities and including an allowance for engineering and contingencies are as follows:

Bridge 13541) Bridge 13541A)	$ 1,185,000
Bridge 13541B	$ 339,000
Bridge 11070A	$ 220,000

This is being sent to you as a preliminary submittal for your approval. As this project is on the schedule for a March, 1972 letting date, your earliest response would be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

JEB/ag (attachs.)
cc: A. E. Johnson
L. Young
V. Skoog

RECEIVED
DEC 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 20 1972
FOR FILING

7748

March 17, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George H. Baldwin
Administrator of Highways

by
L. H. Young
Programming Engineer

SUBJECT I-205-7(24)304

We are submitting program data for one project, Item No. 699, Project No. I-205-7(24)304, "SE Foster Road-SE Causey Ave. Section", which we desire to have included in the Federal-aid Interstate Program.

It is our present intention to receive bids for this project on April 27, 1972.

Enclosed is one copy each of State and District 2 Clearinghouse letters approving the project as of September 29, 1970 and September 18, 1970, respectively.

JG:bb
Enclosures

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

3-17-72

FEDERAL-AID PROGR
(PPM 21-1)

CARD 2	REPORT NUMBER (19)(20)	1	PROJECT LOCATION *(45 typewriter spaces)* 21 65	I-205 SE Foster Rd., S. 2.77 Mi.	ADT	PRESENT	25,000 44,700*	FUTURE (66)(70)	109,200*	YEAR (71)(72)	92	RE
CARD 3	CHARACTER OF PROPOSED WORK *(35 typewriter spaces)* 28 62	Gr., Dr., 7 Strs., & Traf. Signal	NATL. FOREST (63)(65)		FH ROUTE NO. (66)(69)		SUPV AGCY (69)		DA CLASSIF. (70)		DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH YR (74)(75)	PR 14
CARD	CLASS OF FEDERAL FUNDS	Interstate										COUNTY NAME	Multn	
	NAME OF URBAN AREA 17-31	Portland										ROUTE NO. I	FEDERAL-AID	I-205

CARD 5	LINE NO. (14-15)	CHANGE CODE (16)	PROJECT CODE 41	WORK CLASS 42	WORK TYPE 43 46	STEP 53	TERMINI *(Full description)*	MILES (54)(58)	ESTIMATED PROJECT COST BY TOTAL ESTIMATED COST (59) (66)	FEDERAL FUNDS (67) (76)
1										
5					PE		I-205 SE Foster Rd., S. 2.77 Mi.			
5					ROW					
5					CONST (CODE)		"SE Foster Rd.-SE Causey Ave. Section"	2.77	10,000,000	9,226,000
							PROJECT TOTALS	2.77	10,000,000	9,226,000

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

*Based on completion of Johnson Cr. Fwy. & Mt. Hood Fwy.

Ado
Pr

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-17-72

	ADT	PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
.		25,000 44,700*	109,200*	92	10	Oregon	35	042	699
(65)			(66)	(70) (71) (72)			(2) (3)	(4) (9)	(14) (18)

ROUTE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER: PREFIX LETTER(S)	NUMBER	SEQ. NO.	I, Projects Only: POST MI.	DESIG.
(69)	(69)	(70)	(71) (72)	(73)	(74) (75)	14 23	I- 205-7	(24) 7 13	304 (24) (26)	27

COUNTY NAME: Multnomah and Clackamas — CODE: 051 (14) (16) 005

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. I — FEDERAL-AID: I-205 (32) — STATE: 64 (36) (37) — U.S.: I-205 (41)

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (55)	(59) (66)	(67) (76)			
r Rd.,						Grade & drain (future 8-12' lanes 1 mi., 6-12' lanes 1.77 mi., 10' shldrs. & 56' min. median). Const. 3 twin o'xing strs. (L. 957', H.C. 72'), 2 u'xing strs. (L. 784') and 2 bridges (L. 308'). Install traffic signals. RR protective service.
-SE ction"	2.77	10,000,000	9,226,000	774,000		ROW-410' min.; Access Control-full; Park. Restrictions-complete.
PROJECT TOTALS	2.77	10,000,000	9,226,000	774,000		
		(16)	(23) (24)		(33)	

*Based on completion of Johnson Cr. Fwy. & Mt. Hood Fwy.

REMARKS

Additional Data: Items 252, 444, 445 & 543; Projects I-205-7(2), (5), (6) & (13), respectively.

-OVER-

USCOMM DUSCOMM-DC 48905-P61

SE FOSTER RD.-SE CAUSEY AVE. SECTION
PROJECT NO. I-205-7(24)304

REMARKS - Continued

Project Data: The project consists of grading and draining (future 8-12' lanes approx. 1 mile, 6-12' lanes approx. 1.77 miles, 10' shoulders and 56' minimum median). Construction of three twin overcrossing and two undercrossing structures and also two bridges on city streets as tabulated below under "Structures". Installation of traffic signals at intersection of SE 92nd Ave. with SE Flavel St. at relocation of Mt. Scott Blvd. Railroad protective service will be charged to this project.

NOTE: The necessary high-type paving, illumination, signing, landscaping, etc., of this section will be done under a separate project or projects in the future as "stage construction". The requirements of PPM 20-8, PPM 90-1, and IM 50-1-70 complied with on this section of highway includes all the elements necessary to complete this section even though some elements of the work are accomplished later under a separate project or projects.

Utilities & RR: Adjustment of utilities and railroad facilities are programed under I-205-7(13)300.

Roadway: Type Code 0010 ----- 8 lane ----- Est. Cost: $2,195,000
6 lane ----- Est. Cost: $2,921,000

Structures:

M.P.	Description	Type Code	Est. Cost
0.00	Northerly end of project.		
0.37	O'xing Portland Traction Co.; Br. Nos. 13540 & 13540A; hwy. over RR; twin prestressed conc. beam; L. 268' ea.; H.C. 72' N.B. & 78' S.B.	X181	$ 635,000

M.P.	Des
0.67	Johnson Cr. O'xi & 13541A; hwy. o twin prestressed L. 328' ea.; H.C
0.99	SE 92nd Ave. O'x 9711A; hwy. over conc. box girder S.B.; H.C. 72' e
1.57	Lester Ave. U'xi under hwy.; prest girder; L. 364'; s'ly side.
1.93	Otty Rd. U'xing; under hwy.; prest girder; L. 420'; s'ly side.
0.67 L	Flavel St. O'xing 13541B; hwy. ove conc. box girder; 8' walk s'ly side
0.68 L	SE 92nd Ave. O'xi 11070A; hwy. over span; L. 125'; H. side.

Railroad Crossing Data:

Name:
No. of Tracks:
No. of Trains:
No. of High-Speed Trains:
Existing Protection:
Proposed Protection:
Railroad Benefit:

M.P.	Description	Type Code	Est. Cost
0.67	Johnson Cr. O'xing; Br. Nos. 13541 & 13541A; hwy. over waterway & hwy.; twin prestressed conc. box girder; L. 328' ea.; H.C. 72' ea.	X481	$1,113,000
0.99	SE 92nd Ave. O'xing; Br. Nos. 9711 & 9711A; hwy. over hwy.; twin prestressed conc. box girder; L. 363' N.B. & 359' S.B.; H.C. 72' ea.	X281	1,610,000
1.57	Lester Ave. U'xing; Br. No. 9712; hwy. under hwy.; prestressed conc. box girder; L. 364'; H.C. 40'; 8' walk s'ly side.	X781	396,000
1.93	Otty Rd. U'xing; Br. No. 9713; hwy. under hwy.; prestressed conc. box girder; L. 420'; H.C. 48'; 8' walk s'ly side.	X781	576,000
0.67 L	Flavel St. O'xing Johnson Cr.; Br. No. 13541B; hwy. over waterway; prestressed conc. box girder; L. 183'; H.C. 60'; 8' walk s'ly side.	X081	332,000
0.68 L	SE 92nd Ave. O'xing Johnson Cr.; Br. No. 11070A; hwy. over waterway; conc. slab span; L. 125'; H.C. 60'; 8' walk each side.	X020	222,000
		Str. Total Est. Cost	$4,884,000

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facilities are

$2,195,000
$2,921,000

de	Est. Cost
31	$ 635,000

Railroad Crossing Data:

Name:	Portland Traction Company
No. of Tracks:	One
No. of Trains:	Two per day
No. of High-Speed Trains:	None
Existing Protection:	No existing crossing
Proposed Protection:	Overcrossing structure
Railroad Benefit:	None

Environmental Statement: Reassessment of impact in accordance with the NEP Act of 1969 and PPM 90-1 for the section of I-205 from Sunnyside Rd. to Washington State Line was submitted to FHWA under letter of November 12, 1971. FHWA under Division memorandum of November 17, 1971, concluded as permitted in PPM 90-1 that an "Environmental Impact Statement" is not necessary for the portion from Foster Rd. southerly to Sunnyside Rd. which limits encompass this project.

Clearinghouse: State and District 2 Clearinghouse approvals dated September 29, 1970 and September 18, 1970, respectively.

Public Hearing: Design held September 14, 1970.

Design: FHWA granted design approval under memorandum of Jan. 27, 1971.

NOTE: On-the-job trainees, as set forth in FHWA order interim 7-2(2), on this project will be determined at PS & E stage and the number stipulated in the PS & E documents.

Data for PR-37: Multnomah County ----- 65% of Est. Cost
Clackamas County ----- 35% of Est. Cost

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 16, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George N. Baldwin
Administrator of Highways
By
L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

SUBJECT Lester Avenue Undercrossing
Otty Road Undercrossing
S.E.Foster Road-S.E.Causey Ave. Sec.
East Portland Freeway
Multnomah County-Bridge 9711 & 9713

We are proposing to use Uniroyal 6125 Liquid Membrane deck waterproofing on the Lester Avenue and Otty Road structures.

We are requesting your permission to do this on an experimental basis under the U. S. Department of Transportation Policy and Procedure Memorandum 20-6.3.

JEB:smd

cc L. H. Young
V. E. Skoog
A. E. Johnson

RECEIVED
MAR 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 16, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
By
L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

SUBJECT 92nd Avenue Overcrossing
S.E. Foster Rd.-S.E.Causey Ave. Section
E. Portland Fwy., I-205
Multnomah County
Bridges 9711 and 9711A

On the subject structure we propose to use a WABO expansion joint, No. D-260, which is a single-element seal. If we used our regular detail, a multiple joint seal would be required. This will be set up as an experimental project per U. S. Department of Transportation Policy and Procedure Memorandum 20-6.3.

We would like your concurrence in the use of the WABO joint for this project. A copy of the brochure of this product is enclosed.

JMT:dh
Enclosure

cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
MAR 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 16 1972

7248

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 16, 1972

To:
Mr. L. E. George
Traffic Engineer

BUILDING

SUBJECT: S.E. Foster Rd.-S.E.Causey Ave. Sec.
E. Portland Freeway
Mult. & Clackamas Counties
Br. No. 13592

The Design Section and Metropolitan Section have indicated that temporary signals will be required at the 92nd Ave. detour for this section.

We have shown the proposed locations on the attached xerox sheet. Would you please have details worked out for temporary signals at these locations to properly handle traffic. These signals will be provided, maintained, and removed by the contractor.

This detour is shown on Design Section Sheet 6A. Please inform us of your drawing number so that it can be referenced to on our drawings. This is an April 27, 1972, project.

L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

DOC:smd

cc
A.E. Johnson
Frank Hall

RECEIVED
MAR 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

STATE COPY

cc: OSHD (Klaboe)
Area Engr Christianson

RECEIVED
MAR 29 1972
FOR FILING

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

INSPECTION REPORT

mh

REGION NO.	REPORT ON	DIVISION
10 7748	Design Plan-in-Hand	Oregon
DATE OF INSPECTION	**INSPECTION MADE BY**	**PROJECT NO.**
3-13-72	C. Jencks, Highway Engineer Trainee	I-205-7(2)301
IN COMPANY WITH		
Members of the OSHD, listed below*		

REMARKS

SE. FOSTER - SE. CAUSEY SECTION
EAST PORTLAND FREEWAY
Grading and Structures

*John Walker - Construction, Salem Office
Bill Cole - Final Design, Salem Office
Bill Beard - Sign Design, Salem Office
Bill Sample - Final Design, Salem Office
Art Brummitt - Specifications, Salem Office
Jack Cartwright - Utility Unit, Salem Office
H. S. Coulter - Metro
Dorland Swan - Metro
Ed Hart - Metro
Jack Hesla - Metro
Ed Holland - Metro
John Howard - Metro
K. D. Limbocker - Metro

This project is I-205 from the vicinity of SE. Causey Avenue to the vicinity of SE. Foster Road. The surfacing will be excluded from the work - to be done at a later date.

The meeting was held in the OSHD Metro office in Portland. The matters discussed are as follows:

Problems with the Johnson Creek channel change will be discussed in the Special Provisions, especially a time period to avoid serious sliding and damage in the winter months.

The railroad and pedestrian underpass will also be discussed in the Special Provisions, along with further study into the responsibility of the railroad crossing and the necessity of providing a pedestrian crossing during construction.

A definite need for a hauling schedule and method of operation from the contractor at the preconstruction conference is apparent.

NOTED
E. B. HUNTER

A study is being done on the elimination of the 92nd Avenue detour and replacing it with Stage construction of the 92nd Avenue bridge.

3-27-72
REFERRED TO

(more)

NOTED
TOM EDWARDS

BY DEPUTY STATE HIGHWAY E.

cc Hall
Coulter

Check the need for riprap in the entire Johnson Creek channel change where concrete is not specified.

The State did not concur in a suggestion by FHWA to riprap all the slopes and to extend the pavement of the bike path at the railroad underpass. It was said that the railroad had approved this plan sheet and that the soil would be sterilized or rock placed along the bike path.

The 0.7 foot surcharge would be changed to 1 feet.

A suggestion by FHWA to modify and relocate the special inlets on Pages 2U and 2V for safety and a more pleasing appearance was determined not feasible by the State. (Still feel some modifications can be made.)

The necessity of guardrail at the termination of dead end streets was discussed. The State feels it is required.

A barn to the right of Sta 546+00 still remains on right of way but will be removed soon after April 15, 1972.

State wants to overlay SE. Harney Street because of predicted damage due to the storm sewer excavation. (Check for Federal participation.)

State wishes to eliminate cement treated base in Mt. Scott Blvd. and replace the full depth with the asphalt concrete base course.

RECEIVED
MAR 24 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
FORWARDS

RECEIVED
FOR FILING

bc: Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
F. L. Hall
Victor Wolfe
F. D. Morgan
H. S. Coulter (w/att.)

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 10, 1972

Mr. Wayne Oberding
Highway Engineering Coordinator
Portland City Hall
Portland, Oregon 97204

Dear Mr. Oberding:

Herewith are five copies of a Letter of Understanding concerning improvement of the S.E. 92nd Avenue-Flavel Street intersection, and a copy of the City's letter of December 10, 1971.

Our Design Section has estimated that the City's portion of the project would cost approximately $52,000, if it were performed under contract. Use of city forces may reduce this estimate somewhat. We hope the City will be able to include this in their budget in order to complete the work prior to completion of the I-205 contract.

We have been informed that there will be a traffic signal installed at the intersection of Flavel Street and the detour.

Please present this matter to the City Council for their consideration. In view of the fact that bids for this project are to be opened April 27, any method you may use to expedite this matter will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Mainor

for H. S. Cox
County and City Engineer

MCH:ljt

Encl.

NOTED
TOM EDWARDS

RECEIVED
MAR 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF PUBLIC WORKS
LLOYD E. ANDERSON
COMMISSIONER

OFFICE OF CITY ENGINEER
JAMES L. APPERSON
CITY ENGINEER

CITY OF PORTLAND
OREGON

97204
1220 S.W. 5TH AVENUE • PHONE (503) 220-6141

December 10, 1971

METROPOLITAN ENGINEER
RECEIVED
DEC 14 1971
RE AME AMC ADE MCC MTE

Mr. R. L. Schroeder
Metropolitan Engineer
Oregon State Highway Division
5821 N.E. Glisan Street
Portland, Oregon 97213

Dear Mr. Schroeder:

In regard to the proposed bridge construction spanning Johnson Creek at S.E. 92nd Avenue and relocated Mt. Scott Blvd., please be advised that it is the City's intent to widen, in cooperation with Multnomah County, S.E. 92nd Avenue in the vicinity of S.E. Flavel Street to provide left-turn refuge at the 92nd Avenue-S.E. Flavel Street intersection. It is also the City's intent in cooperation with Multnomah County to widen the existing S.E. 92nd Avenue to a minimum 44-foot curbed section between S.E. Woodstock Boulevard to the Multnomah-Clackamas County line within the next five years.

Very truly yours,

JAMES L. APPERSON
City Engineer

WJO:bc

RECEIVED
MAR 3 - 1972
FOR FILING

EP7

I-205-7(2)301

bc Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
Gary Sund
D. H. Moehring
L. H. Young — H. S. Cox
V. E. Skoog — H. S. Coulter
F. L. Hall — Gary Ross

DATE March 2, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Supplemental Throughway Agreement
City of Portland**

Officials of the City of Portland have signed a supplemental throughway agreement clearing the way for construction of the S. E. Foster Road - S. E. Causey Avenue Section of the East Portland Freeway (I-205).

The original agreement, dated October 31, 1967, established a corridor and provided for State and City cooperation in the matter of adjusting and relocating utility installations. It remains in full force and effect wherever applicable.

Now that final designs for the project are nearing completion, it is possible to formulate a supplemental agreement detailing the location of frontage roads, connections and cul-de-sacs. The City has agreed to accept jurisdiction of these segments and concurs in State's recommendations for closure of certain streets. The City has acquired right-of-way for construction of the Foster Road-Woodstock Boulevard Couplet, and the State agrees to reimburse their costs for that portion lying within the boundaries of I-205.

The project is now scheduled for contract at the April 27 bid opening and has an estimated cost of $10,000,000.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be presented for your consideration at the April 4 meeting.

MCH:ljt ia

RECEIVED
FOR FILING

FISH COMMISSION

OFFICE OF THE DIRECTOR

307 STATE OFFICE BLDG. • 1400 S.W. 5th AVE. • PORTLAND, OREGON • 97201

7748

TOM McCALL
GOVERNOR

COMMISSIONERS
JOSEPH I. EOFF
Chairman
EDW. G. HUFFSCHMIDT
Vice Chairman
McKEE A. SMITH
Member

February 29, 1972

Mr. George M. Baldwin
Administrator of Highways
Highway Building
Salem, Oregon 97310

Hall
A. Olson
Terpin
Scott
Swenson
K. Olson
RECEIVED
MAR 1 - 1972
DESIGN SECTION
Return
Bring
Other

Attention Frank Hall

Dear Mr. Baldwin:

The following proposed projects transmitted to us by your letter of February 24, 1972 have been reviewed.

1. S. E. Foster Road - Causey Avenue Section, East Portland Freeway.

   Please refer to our fishery recommendations on the Johnson Creek crossing in our letter to Mr. Victor Wolfe dated February 2, 1972. We noted also in the preliminary plans submitted that there is a large expanse of concrete bank along the channel change that might be minimized by steeping the slopes.

2. Newmark St. - S. City Limits (North Bend), Coos County

3. Columbia River (Astoria) Bridge, Painting

4. Youngs Bay Bridge, Painting

We anticipate no fishery conflicts on numbers 2, 3 and 4 above providing water quality standards are maintained.

NOTED
E. S. HUNTER

CC: E.S.Hunter
L.H.Young
W.J.Hart (4)
C.G.Swenson
W.H.Tebeau
F.E.Terpin (4)
L.W.Rulien (2)
J.H.Versteeg (2)
J.B.Boyd (4)

Sincerely,

Burt Carnegie

BURT CARNEGIE
HYDRAULICS ENGINEER

RECEIVED
MAR 1 1972
OFFICE OF
STATE HIGHWAY ENGINEER

cc Oregon Game Commission

Enclosure

RECEIVED

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

DATE: February 24, 1972

In reply refer to: 10-35-DA

7744

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Buddy's Copy 3-3-72

SUBJECT: Oregon I-205-7(2)301
Foster Rd.-Causey Ave., Sec.
East Portland Freeway

488

By letter dated February 16, 1972, Mr. Johnson forwarded a sketch showing projected traffic volumes for the intersection of 92nd and relocated Mt. Scott Blvd. These figures show a need for left-turn refuges by the design year. Construction of the intersection to current two-lane arterial standards with left-turn lanes is warranted in both directions.

60' wide structures are approved on both 92nd and Mt. Scott Blvd. as requested. I understand each structure will have a sidewalk on one side only. This will also confirm previous verbal approval of participation, with Interstate funds, in these structures as a result of joint cooperative planning between OSHD and the City of Portland. The adoption of this plan fits the future transportation plans for this area in such a manner as to reduce the need for grade separation structures where I-205 crosses S. E. Glenwood Street. The plan also combines Johnson Creek and Mt. Scott Blvd. under one crossing. The total result of the entire plan will effect a significant savings of Federal funds in this area.

3-1-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
FEB 28 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
E. S. HUNTER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

RECEIVED
FEB 17 1972
FOR FILING

617

I-205-7(2)3.1

488

February 16, 1972

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Sir:

Re: East Portland Freeway, I-205
S. E. Foster Road-S. E. Causey Avenue Section
Bridges 13541, 13541A, 13541B and 11070A
Johnson Creek Hydraulic Considerations

Your letter of January 27 requested copies of a study covering the effect of the flood potential of Johnson Creek on the highway section and the effect of the highway construction upon the flood hazard.

Attached are three copies of the hydraulic studies which cover the requested information.

If further data is required, please advise.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

Attachments (3)

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
Walt Hart
Victor D. Wolfe

LLW:dh ja

JOHNSON CREEK CHANNEL
SE FOSTER ROAD - SE CAUSEY
EAST PORTLAND FREEWAY
MULTNOMAH & CLACKAMAS COUNTIES

Hydrologic data for sizing this channel change was assembled from the following reports:

1. Design Memorandum, Johnson Creek at Portland & Vicinity, Oregon. Prepared by the U. S. Army Engineer District, Portland Corps of Engineers, May, 1958.
2. Flood Plain Information, Willamette River, Johnson, Kellogg & Mt. Scott Creeks. Prepared for Clackamas County, Oregon by U. S. Army Engineer District, Portland Corps of Engineers, May, 1970.
3. Master Plan, Storm Drainage System, Multnomah County, Urban Area, East of Portland City Limits. Haner, Ross & Sporseen, Engineers, November, 1964.

Total contributing area at this crossing of Johnson Creek is 49 square miles with a 2 percent (50 year) flood potential of 6,000 cfs.

The original planning by the Corps of Engineers (1958) called for a 50-foot channel, 2:1 side slopes at this crossing location. With the updated discharge figure of 6,000 cfs, this size channel would have to be concrete-lined to carry the discharge on the same proposed gradient and at a water depth of 7.7 feet. This would not leave any safety factor or room for future increases. The channel width of an 80-foot bottom, 2:1 side slopes, unlined and at the same gradient, was selected for the channel change design; the water depth would be at 8.0 feet for the 6,000 cfs.

Until the restricted crossings at 92nd and 82nd Avenues are improved, along with considerable channel improvement downstream of the freeway, flood stage is expected to remain at about Elevation 200 M.S.L; therefore, any riprap should be placed a minimum of two feet above this elevation.

Richard L. Lenz
Hydraulics Engineer

November 23, 1971

RLL:mc

Johnson Creek
Sta. 530 + 20

HYDRAULIC DATA		
	Design Flood	Max. Flood yr. (*1937)
Discharge-c.f.s.	6000	2900 *
Frequency-yrs.	50	
H.W. Elevation Natural Channel		200±
H.W. Elevation Channel Change	194.0	
Velocity-f.p.s.	8.0 ~~12.5~~	

*Sycamore Gage 2.5 mi. upstream

Back water At S.E. 92nd. *from E. Multnomah drainage report.

"Design Channel 80' bottom · 2:1 side slopes 8' Design Water depth

NOTE FOR CANALS:

"Design Flood" = Design Flow

"Discharge" = Capacity

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

JOHNSON CREEK
S.E. Division - SE. 92nd Unit
Columbia River - Lake Road Section
I-205.

Oct. 1971

Hydraulics Section

APPROVED:

BRIDGE ENGINEER

DATE _____ BRIDGE NO. _____

DESIGNED _____

DRAWN _____ DRAWING NO. _____

ADDENDUM

HYDRAULICS REPORT

JOHNSON CREEK CHANNEL CHANGE
SE Foster Road-SE Causey Blvd.
East Portland Freeway
Multnomah and Clackamas Counties

A revision of the overall plan for Mt. Scott Boulevard, 92nd Avenue, and the Johnson Creek channel change in the proximity of I-205 incorporates a 50-foot concrete-lined channel in lieu of the 80-foot unlined channel provided for in the original plan. The revised channel change will pass through both 92nd Avenue and the proposed extension of Mt. Scott Boulevard before reentering the natural channel and will permit greater flexibility in the design.

Further correspondence with the Oregon Fish Commission and the Game Commission revealed the necessity of providing passage for anadromous fish during the months of November through February. Because of high flow velocities in the lined channel, concrete fish baffles with rectangular weirs located at the center of each baffle should be constructed at channel Station 20+50 and Station 30+30. The baffles will provide adequate pool depth and reduced flow velocities for the passage of fish into the next pool. The use of 15:1 bottom slopes into the center of the channel will allow better movement of water at extremely low flow and thus reduce the possibility of stagnant water collecting behind the baffles. A typical channel section is presented on the Hydraulic Data Sheet.

Location of the baffles was based upon the maximum flow velocities (4-6 fps) which will allow free upstream movement of fish. Migration is dependent also upon channel flows; i.e., at low flows migration will not occur for lack of water in the channel and at high flows migration will not occur because of the sediment load, high velocities, and reduced sight distance. Inspection of the gaging records for Johnson Creek during the months of November through February indicate discharges ranging from less than 1 cfs to more than 1,500 cfs. For the purpose of spacing fish baffles, design flows were limited to those between 4 cfs and 500 cfs since it was assumed that for flows above and below these values, conditions would not be conducive to migration in the natural channel.

Richard L. Lenz
Hydraulics Engineer

RLL:mc

HYDRAULIC DATA

	Design Flood	Max. Flood yr. (1937)
Discharge-c.f.s.	6,000	2900 *
Frequency-yrs.		
H.W. Elevation Natural Channel		200 ±
H.W. Elevation Channel Change	195 ±	
Velocity-f.p.s.	12 (-)	

* Sycamore Gage

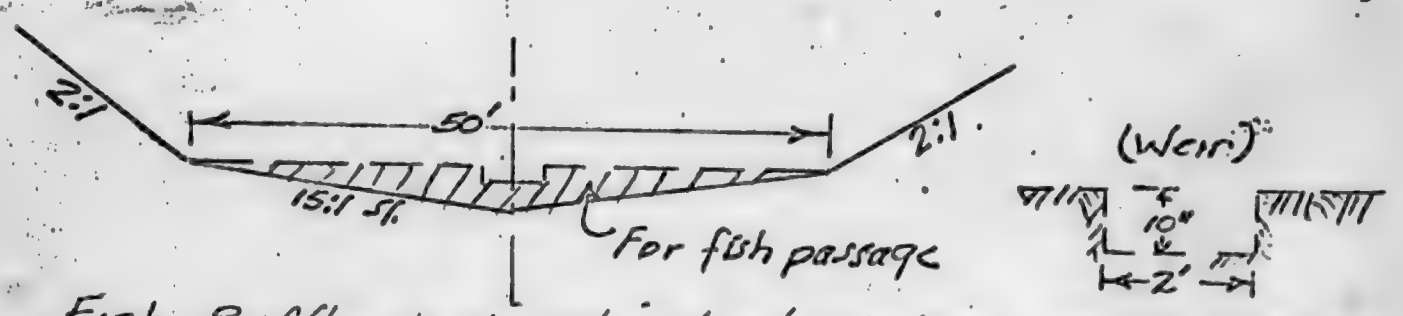
Backwater @ SE. 92nd

Design Channel - 50' bottom width
2:1 side slopes
Concrete lining

NOTE FOR CANALS:

"Design Flood" = Design Flow

"Discharge" = Capacity



Fish Baffles to be placed at stations 20+50 & 30+30

OREGON STATE HIGHWAY DEPARTMENT
BRIDGE DIVISION

Channel Change - Johnson Creek I-205 & 92nd Ave.

APPROVED:

BRIDGE ENGINEER

DATE 12-20-71 BRIDGE NO.

DESIGNED Lenz

DRAWN DRAWING NO.

January 5, 1972

Mr. Robert W. Schoning
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. B. E. Carnegie
Hydraulics Engineer

Dear Mr. Schoning:

Re: Johnson Creek Channel Change
East Portland Freeway

The enclosed drawings show in detail our proposed channel change for Johnson Creek and, in particular, the suggested placement of baffles for fish passage. The proposed channel includes three separate sections: 1) a temporary 40-foot earth channel - 0.12% slope, 2) a rock-lined transition section from a 40-foot bottom to a 50-foot bottom - 1.35% slope, and 3) a permanent 50-foot bottom width, concrete-lined channel - 0.12% slope. The permanent channel was designed to conform with channel improvements suggested by the Corps of Engineers in their report of May 1958 on Johnson Creek. The temporary channel and transition will be removed when the Corps proceeds with their plans to improve the creek. All channel grades for our proposal are controlled by the Corps of Engineers' proposed flowline and existing sewers for which adequate cover must be provided where we cross them.

Hydraulic analysis of the channel change as it relates to fish passage was based on two criteria: 1) migration does not occur during extremely high and low flows, and 2) maximum flow velocities should not exceed 4 to 6 fps. Inspection of streamflow records for the Johnson Creek gage at Sycamore for migration period of November through February show that flows vary from less than 1 cfs to more than 1,500 cfs. The U.S. Geological Survey uses a base flood value of 500 cfs which has an annual probability of recurrence

and, for this reason, 500 cfs was selected as the highest flow for which migration might occur. It was found from an analysis of backwater profiles that with baffles located at Station 20+50 and Station 30+30 the maximum flow velocity immediately downstream from each baffle could be limited to 5 fps. It should be noted that although the maximum velocity is 5 fps, the average velocity in the reach between baffles is only 4 fps.

Further inspection of the stream flow data showed that there were very few days during the migration period that discharges were below 25 cfs and, therefore, this value was selected as the lowest discharge for which fish passage might occur. Under this flow condition, velocities are less than 1 fps both upstream and downstream from the baffles.

Analysis of the entire channel change, including the temporary channel and transition, shows that the highest velocities are developed at about Station 16+90. For the design discharge of 500 cfs, the average velocity at this section is about 7 fps decreasing to about 5.8 fps at Station 16+00. Although velocities in this 100-foot reach exceed the maximum 6 fps velocity criteria, it is felt that it would be acceptable because of the shortness of the reach. A temporary baffle could be placed in this reach if it is considered necessary.

The low-flow weir located in the center of each baffle has a capacity of about 4 cfs operating under a head of 10 inches (top of the baffle). This would concentrate extremely low flows into one small stream.

Your earliest consideration in the review of these proposals would be appreciated so that final design can proceed.

Very truly yours,

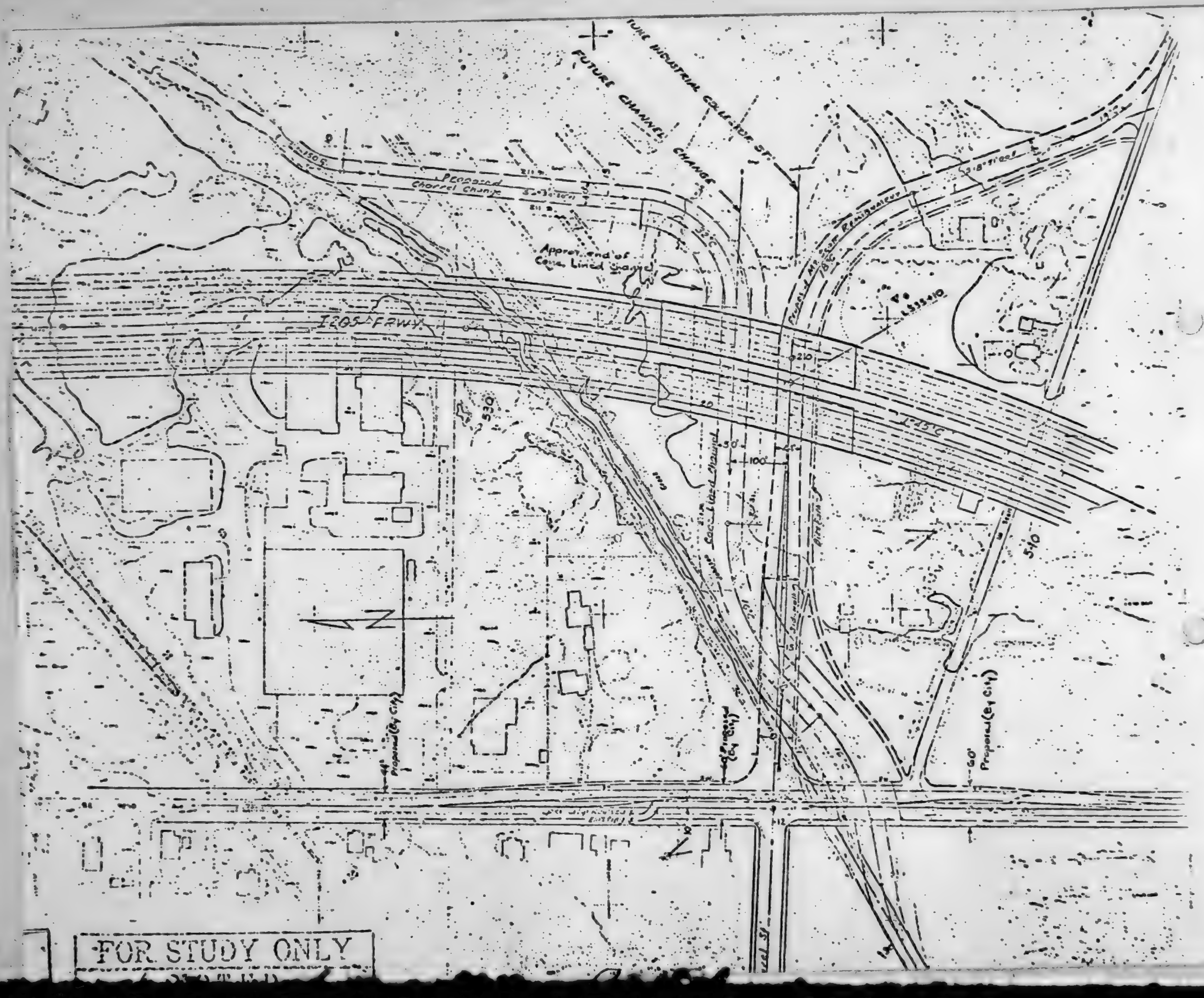
George Baldwin
Administrator of Highways

By

Victor D. Wolfe
Location Engineer

cc: R. O. Koski

SHM:jp


FUTURE CHANNEL CHANGE
TUNE INDUSTRIAL COLLECTOR ST.
Proposed Channel Change
Approx. end of Conc. Lined Channel
I-205 FRWY.
I-15 S.
Proposed (by City)
Proposed (by City)
Proposed (by City)
60'
100'
530
540
210
FOR STUDY ONLY

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
ATTN: Mr. W. Hart

DATE: January 27, 1972

In reply refer to: 10-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205
Johnson Creek Complex
Hydraulic Consideration

We have received your submission dated December 23, 1971 and signed by Mr. Merchant regarding structures on the Foster to Causey Avenue section and the reference to a proposed concrete lined channel at the Johnson Creek intersection area.

Your hydraulic report mentions greater flexibility in the design but says nothing in regards to an encroachment of the flood plain, flood potential, effect of the flood potential on the highway and the effect of highway construction on the flood hazzard. We understand that a study has been completed but you made no mention of such a study in your submission.

We would appreciate your comments that support the proposed design in accordance with IM 20-1-67.

cc:
OSHD (L. Wallace)
OSHD (R. Lenz)

2-4-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
FEB 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

L. L. WALLACE

RECEIVED
FEB 8 1972
BRIDGE DIVISION

NOTED
W. J. HART

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED
FEB 16 1972
CONSTRUCTION SECTION

PORTLAND'S OWN RAILROAD

PORTLAND TRACTION COMPANY

F. V. SCHLAF
Superintendent - Traffic Manager

1800 S.E. WATER AVE. • Phone 233-5481
PORTLAND, OREGON 97214

7748

February 15, 1972

File A

Routing

Keasey	RECEIVED	Peaso
Bond	FEB 16 1972	Glenn
Walker		Litchfield
Johnsen	CONSTRUCTION SECTION	Berg

Mr. T. W. Litchfield
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Ted:

This refers to our exchange of correspondence relative to your R/W File 4690 covering the S. E. Foster Road-S. E. Causey Avenue Section of the East Portland Freeway, Multnomah County.

Our people have no objection to the revised plan, and attached hereto is a copy of your Drawing No. 27586, revised January 13, 1972, which bears our Chief Engineer's approval.

Very truly yours,

F. V. Schlaf

NOTED
A. E. JOHNSON

FVS mm
Enclosure

Superintendent-Traffic Manager

RECEIVED
FEB 17 1972

COPIES TO:
FB KLABOE
AE JOHNSON
WJ HART - W/ APPROVED DRAWING
FL HALL
HS COULTER
JACK HESLA

RECEIVED
FOR FILING
C-7748

February 14, 1972

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Dear Mr. Simpson:

As a part of the construction of the East Portland Freeway, an interchange will be provided at Foster Road and Woodstock Boulevard. These two streets will become a one-way couplet.

Attached is a copy of a sketch showing estimated traffic volumes at the ramp terminal intersections with Foster and Woodstock. Traffic conditions will be such that it is believed necessary to install traffic signals at these intersections.

Interconnected pre-timed traffic signals are proposed at a total estimated cost of $60,000. Approval of these installations as a part of the construction project is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

VPJ:pb jf

bc: George M. Baldwin
Tom Edwards
F. B. Klaboe
L. E. George
H. S. Coulter
L. W. Rullen

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon 97310
January 18, 1972

SUBJECT: Traffic Signals
Foster to Causey Road
East Portland Freeway

To: Val Johnson
Traffic Control Engineer
B U I L D I N G

It is recommended that four signals be installed in the Foster to Causey Road section of the East Portland Freeway. The signals would be interconnected, two-phase and pretimed. They would cost about $14,000 each.

The freeway is being constructed by the State in two stages. During this time the City of Portland will convert Foster and Woodstock Roads into a one-way couplet which will intersect the freeway ramps. The first stage of the freeway includes the section from Causey Road to Foster Road, while the second extends north from Foster. Foster and Woodstock, presently two-way streets, will be converted into a couplet with three lanes in each direction. It is not certain when the couplet will be completed, so it is possible that initially the signals will have to be set up to facilitate two-way traffic and then be converted for the one-way traffic later.

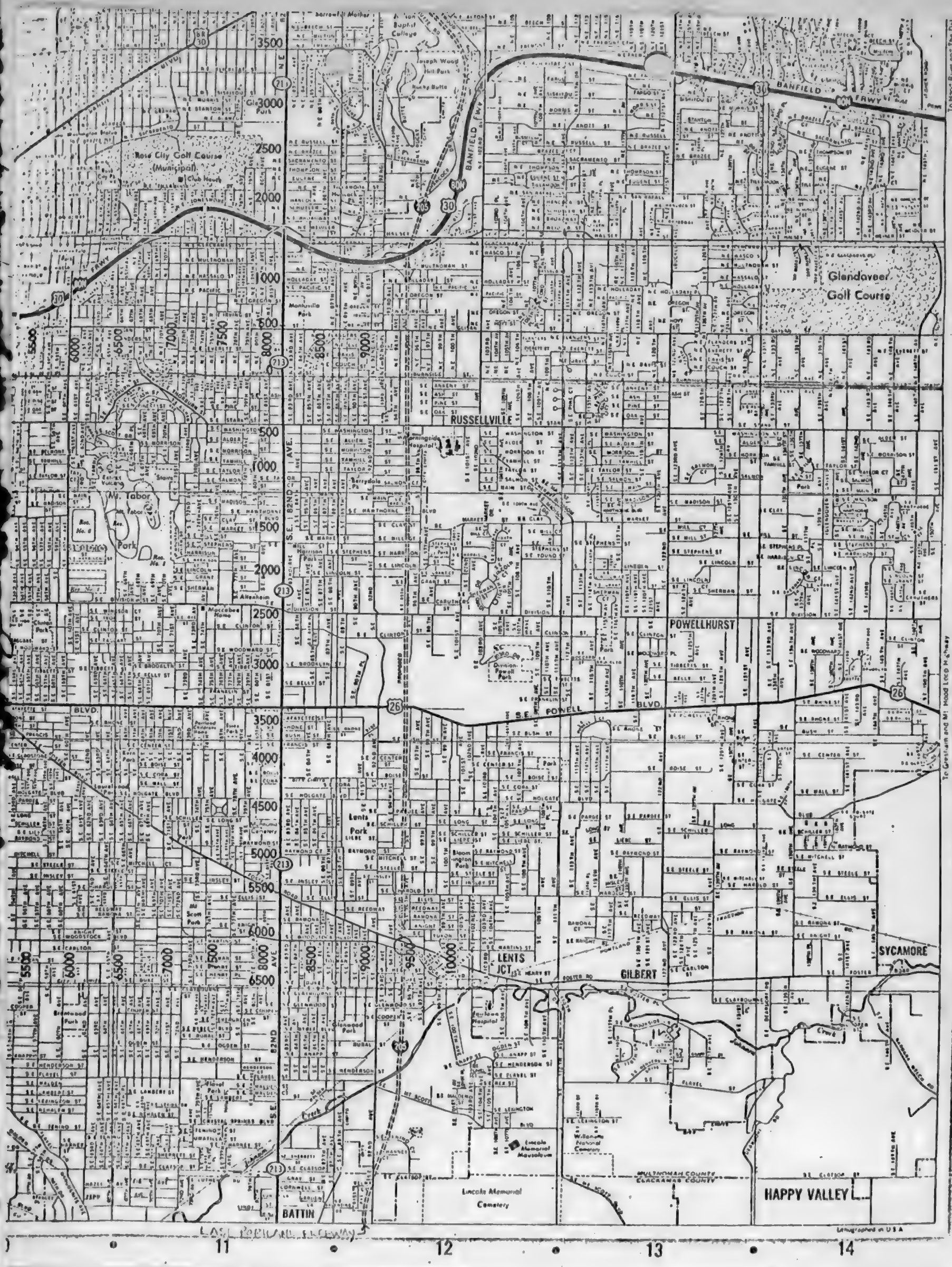
When both the freeway and the couplet are completed, 1970 estimated traffic volumes in the area necessitate that a signal be installed at each of the four intersections. After completion of just the first stage of the freeway, or southern section, the Foster intersection of the northbound ramp will actually be the only one of the four to exceed the minimum vehicular volume for warrant 1. However, signals on Woodstock at the entrance and exit ramps can also be justified at this time as they may divert traffic from the heavily traveled Foster. In addition, under a TOPICS project, the City is planning to install a signal at 92nd and Foster to help ease present congestion there. This, along with the other two signals, will encourage the use of Woodstock over Foster and further justify both signals there.

The remaining signal at Foster along the southbound ramp should also be installed at the same time as the other three signals in order to get the lowest possible contract price. However, the heads should not be installed on the span wires until the northern section of the freeway is completed.

Linda Hanneman
Traffic Investigator

LH:lp

ROUTED
L.E. GEORGE

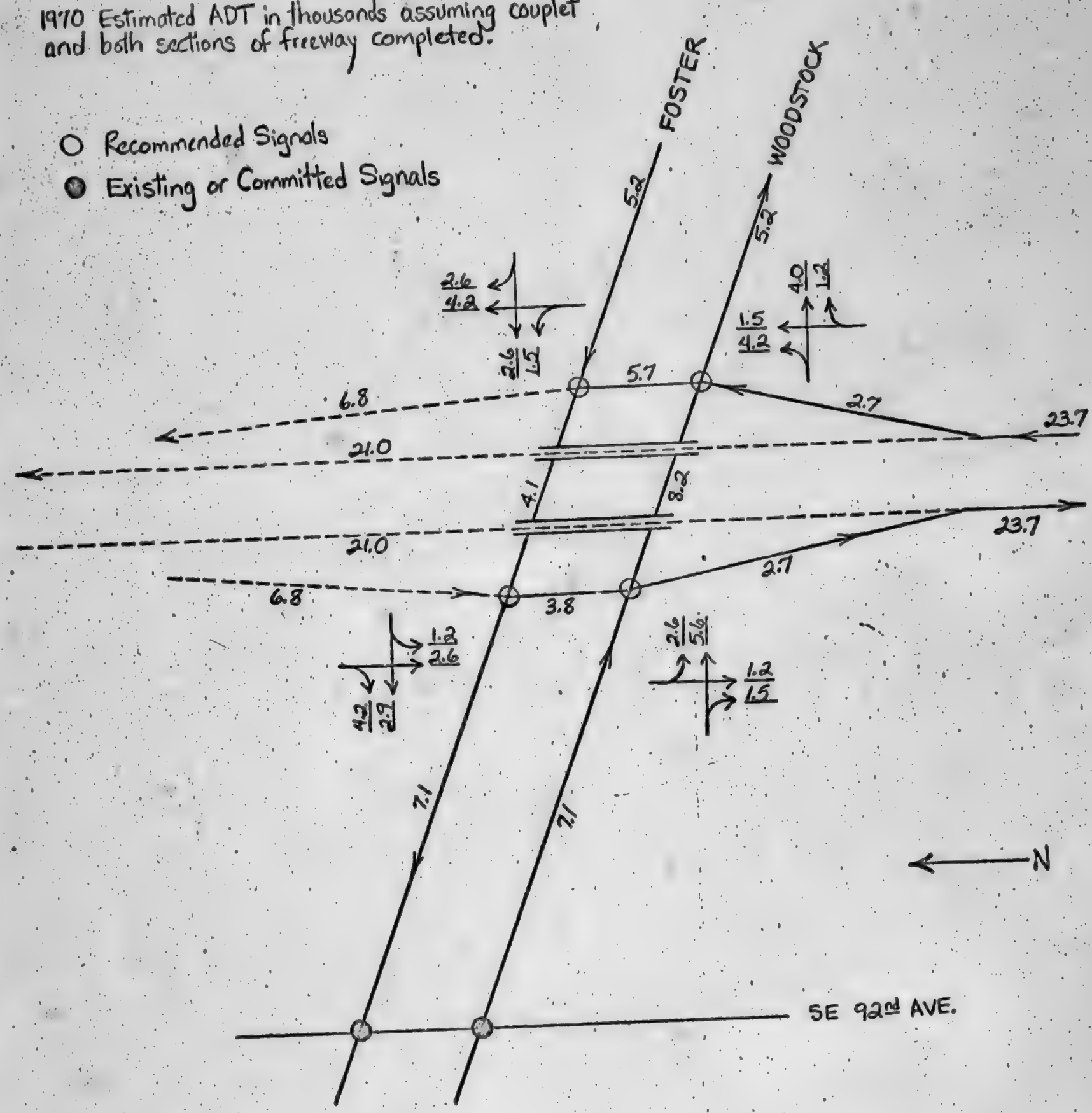

BANFIELD FWY
Glendoveer Golf Course
Rose City Golf Course (Municipal)
Club House
Joseph Wood Hill Park
Monticello Park
RUSSELLVILLE
POWELLHURST
S.E. POWELL BLVD.
LENTS JCT.
GILBERT
SYCAMORE
HAPPY VALLEY
BATTIN
Mt. Tabor Park
Lents Park
Bloomington Park
Glenwood Park
Brentwood Park
Mt. Scott Park
Lincoln Memorial Cemetery
Willamette National Cemetery
Lincoln Memorial Mausoleum
Portland Adventist Hospital
Good Samaritan Hospital
Maccabee Home
S.E. 82ND AVE.
S.E. 122ND AVE.
MULTNOMAH COUNTY
CLACKAMAS COUNTY
To Gresham and Mt. Hood Loop Highway
To Hood River and The Dalles
Lithographed in U.S.A.
D
E
F
G
H
11
12
13
14

EAST PORTLAND FREEWAY – FOSTER INTERCHANGE

1970 Estimated ADT in thousands assuming couplet and both sections of freeway completed.

○ Recommended Signals

● Existing or Committed Signals



UTILITY UNIT
7748

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

Portland Traction Company
1800 S. E. Water Avenue
Portland, Oregon 97214

ATTENTION: Mr. F. V. Schlaf

February 8, 1972

Re: Revised Description of Easements
S.E. Foster Road-S.E. Causey Avenue Section
East Portland Freeway
Multnomah County
R/W File: 46970
Your File: A

Gentlemen:

Herewith you will find four copies of the description of easements, dated January 4, 1972, for the easements required on your property for the above captioned project.

This information replaces the descriptions submitted with my letter to you dated January 4, 1972.

The beginning centerline station ties on Parcel 1 have been corrected to agree with the field adjusted coordinates. There is no change in the areas.

NOTED
F. B. KLABOE

Very truly yours,

George M. Baldwin
Administrator of Highways

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: F. B. Klaboe
E. S. Hunter
F. L. Hall
D. H. Moehring
H. S. Coulter
Jack Hesla

NOTED
F. B. KLABOE

RECEIVED
FEB 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

RECEIVED
JAN 2
FOR FILING

LEE JOHNSON
ATTORNEY GENERAL

JAMES W. DURHAM, JR.
DEPUTY ATTORNEY GENERAL

7148

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

January 24, 1972

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. KALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B. HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MC CULLOCH
FRANK C. MC KINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Attention: Don Haakenson, Supervisor
Transportation Services

Re: PUX 816, SXF 577

Dear Sir:

I hand you six copies of revised drawings on the above file for your use and service on the parties to the proceeding. The change was made in order to eliminate positioning of the columns for Bent 3 in the ditch south of the tracks. This change was made at the request of the railroad and is not considered a significant enough change to require an amended application.

If you have any questions regarding this matter please do not hesitate to contact me.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jm
enc. 6
cc: Tom Edwards
L. W. Rulien
Frank Morgan
T. W. Litchfield

RECEIVED
JAN 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

RECEIVED
FEB 1 - 1972
FOR FILING
7748

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
ATTN: Mr. W. Hart

DATE: January 27, 1972

In reply refer to: 10-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205
Johnson Creek Complex
Hydraulic Consideration

We have received your submission dated December 23, 1971 and signed by Mr. Merchant regarding structures on the Foster to Causey Avenue section and the reference to a proposed concrete lined channel at the Johnson Creek intersection area.

Your hydraulic report mentions greater flexibility in the design but says nothing in regards to an encroachment of the flood plain, flood potential, effect of the flood potential on the highway and the effect of highway construction on the flood hazzard. We understand that a study has been completed but you made no mention of such a study in your submission.

We would appreciate your comments that support the proposed design in accordance with IM 20-1-67.

cc:
OSHD (L. Wallace)
OSHD (R. Lenz)

FEB 2 1972
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
FEB 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

JAN 20 1972

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1972

7748

To:

SUBJECT: Oxing of Portland Traction Co. R.R.
S.E.Foster-S.E.Causey Section
East Portland Fwy. (I-205)
Multnomah County
Bridge 13540 and A

Mr. Leonard I. Lindas
Chief Counsel

B U I L D I N G

Attention Mr. Jack Sollis

NOTED
A. E. JOHNSON

The Portland Traction Co. has requested that the subject structure be moved three feet south on line (toward Bent 4) in order to eliminate positioning the columns for Bent 3 in the ditch south of the tracks.

This change has been made and is shown on drawing 27586 of which 15 reduced prints are attached. The change does not encroach on the clearances required by the railroad clearance diagram shown on the drawing.

Due to the nature of the request for this change, it is believed that substitution of this drawing for that in the current PUC application will be satisfactory.

The drawing is being sent to the Railroad for their approval and due to the nature of the revision, it is anticipated that their approval will be received as a routine matter.

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RWE:dh
Attachments

cc A. E. Johnson
T. W. Litchfield
H. S. Coulter
L. L. Wallace

RECEIVED
JAN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

JAN 06 1972

FOR FILE

7748

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 18, 1972

SUBJECT: Oxing of Portland Traction Co. R.R.
S.E.Foster-S.E.Causey Section
East Portland Fwy. (I-205)
Multnomah County
Bridge 13540 and A

To:

Mr. T. W. Litchfield
Railroad and Utilities Engineer

B U I L D I N G

NOTED
A. E. JOHNSON

In accord with the request you received from the Portland Traction Co., the subject structure has been shifted three feet south on line in order that the columns at Bent 3 will not fall into the ditch bottom at the south side of the railroad roadbed. This revision will allow clearances to remain greater than those shown on the Railroad clearance diagram.

Attached, for your use and submission to the Railroad, are 15 prints of drawing 27586 which show this revision.

Since this change was requested by the Railroad and allows for sufficient clearance, I will request the Legal Section to substitute this drawing for that currently contained in the PUC permit application. This will not require a new application.

ORIGINAL SIGNED
R.W. ELLISON

R. W. Ellison
Bridge Administration Engineer

RWE:dh
Attachment

cc A. E. Johnson
L. L. Wallace
H. S. Coulter /w/ att.

RECEIVED
JAN 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FEB 24 1972
FOR FILING

5g

7748

1-11-72

January 12, 1972

Board of County Commissioners
Clackamas County
Courthouse
Oregon City, Oregon 97045

Attention: George Poppen
County Clerk

H-R-439

Gentlemen:

Attached for your records is a fully executed copy of a supplemental agreement for deletion of the proposed westerly cul-de-sac for King Road lying within the Foster Road-Causey Avenue Section of the East Portland Freeway.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

RECEIVED
DEC 20 1971
FOR FILING

Const
RH
E 17

December 17, 1971

Oregon State Highway Commission

Gentlemen:

The Clackamas County Board of Commissioners has signed a supplemental agreement allowing the deletion of the proposed westerly cul-de-sac for King Road lying within the Foster Road-Causey Avenue Section of the East Portland Freeway (I-205).

This agreement was prepared at the request of the County because they feel that development in this area should be the responsibility of some future land developer. The State realizes a saving by not being required to purchase the necessary right-of-way or construct a paved cul-de-sac.

I recommend your approval and request authority for the Secretary to sign the agreement for and on your behalf.

This matter will be on the agenda for your consideration at the January 11 Commission meeting.

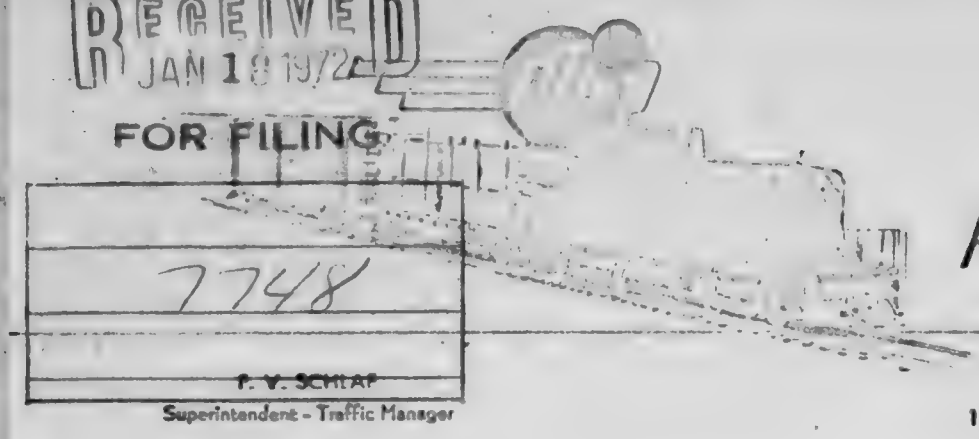
Very truly yours,

R. L. Porter
State Highway Engineer

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
F. D. Morgan
D. H. Moehring
L. H. Young
Frank Hall
H. S. Cox
R. L. Schroeder

MCH:ljt fn

RECEIVED
JAN 18 1972
FOR FILING
7748
F. V. SCHLAF
Superintendent - Traffic Manager



PORTLAND'S OWN RAILROAD

PORTLAND TRACTION COMPANY

1800 S.E. WATER AVE. • Phone 233-5461
PORTLAND, OREGON 97214

January 12, 1972

NOTED
A. E. JOHNSON

File A

Mr. T. W. Litchfield
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

CONSTRUCTION
DIVISION

Dear Ted:

This refers to our exchange of correspondence relative to S. E. Foster Road-S. E. Causey Avenue Section of the East Portland Freeway I-205, your File 46970, concerning Bridge No. 13540.

Attached hereto are your Drawings Nos. 27586 and 27579 which have been approved by our Chief Engineer subject to the notations indicated in red pencil. Our people have noted that the roadbed section as shown in Railroad Clearance Diagram on Drawing No. 27586 and Railroad Typical Section as shown on Drawing No. 27579 do not conform to our standard roadbed section for branch lines as shown on Common Standard Drawing C.S. 3 which has been superimposed in red on Railroad Clearance Diagram. However, there are no objections to the roadbed section as shown on Clearance Diagram, except that pier at Bent 3 obstructs the drainage ditch.

Will appreciate very much your arranging to have same redesigned so that track subgrade and ditch agree with the section noted in red pencil on Drawing No. 27586. Also, Bent No. 3 should be moved approximately 3 feet south so as not to obstruct our side drainage ditch or hamper maintenance of same. Our people have suggested that possibly this could be accomplished by shifting the entire bridge southerly.

Will appreciate your advising.

RECEIVED
JAN 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

F. V. Schlaf

FVS mm
Enclosures

Superintendent-Traffic Manager

COPY AND DRAWINGS TO WJ HARE
CC FL HALL
AE JOHNSON
RE COULTER

RECEIVED
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

Portland Traction Company
1800 S. E. Water Avenue
Portland, Oregon 97214

ATTENTION: Mr. F. V. Schlaf

January 4, 1972

Re: Description of Easements
S.E. Foster Road-S.E. Causey Avenue
Section
East Portland Freeway
Clackamas County
R/W File: 46970
Your File: A

Gentlemen:

Herewith you will find four copies of the description of easements, dated December 20, 1971, which are depicted on our encroachment map No. 9B-9-10.

Nine prints of that encroachment map and other material have been previously transmitted to your office. The enclosed descriptions are for your use in preparing the construction agreement.

Bids for this project are to be opened on March 30, 1972, and we would appreciate receiving a construction agreement by February 7, 1972, so that it may be presented to our Highway Commission for their approval at their meeting of February 22, 1972.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD

NOTED
F. B. KLABOE

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: F. B. Klaboe
E. S. Hunter
F. L. Hall
D. H. Moehring
H. S. Coulter
Jack Hesla

RECEIVED
JAN 4 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 14 1972

REVISED

7748

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: S. E. Foster Road-S. E. Causey Avenue
Highway: East Portland Freeway (I-205)
County: Multnomah and Clackamas
Prefix: 626-1909

Res. Engr.
Approx. Length 2.8± miles
Sta. 500+ to Sta. 645±
Date January 3, 1972

Mean Truck A.D.T. 4507
Traffic Coefficient 12.0
18 kip s. a. per day 1,476.3
(1)

Annual Precipitation 40"±
Frost Penetration - - -
CBE Total Requirement 38.0"

Typical Soil

29	LL
6	PI
100	%P 10
79	%P 200
0	% Gravel
1	% C Sand
20	% F Sand
62	% Silt
17	% Clay
9	R Value
A-4	AASHO Classif.

Materials Source:

Commercial sources are available.

Credit	*Actual Thick.*	*Component*
	8.0	C.R.P.C.C.
	6.0	C.T.B.
	14.0	
See attached sheets		for computations.

STRUCTURAL SECTION

8.0" of Continuously Reinforced Portland Cement Concrete
6.0" of Cement Treated Base
(1)
Sandy Silt

See Page 4 for computations.

RECEIVED
JAN 10 1972
OFFICE OF
STATE HIGHWAY ENGINEER

-over-

Submitted by E. J. Berg
Base Design Engineer

Recommended by John Entwh
Engineer of Materials and Research

Recommended by Richard D. Nafe
Program and Planning Engineer

Approved by E. J. Lucas
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Inventory & Needs Engineer

SECTION: S. E. Foster Road-S. E. Causey Ave.

HIGHWAY: East Portland Freeway

COUNTY: Multnomah & Clackamas

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base* CTB		*1.0"-0 Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
10.0 - 11.0	4.0"	10.0"	---	8.0"	34.0"	22.0"
9.0 - 10.0	4.0"	10.0"	---	4.5"	30.5"	18.5"
8.0 - 9.0	4.0"	6.0"	---	8.5"	27.5"	18.5"
7.0 - 8.0	4.0"	6.0"	---	5.0"	24.0"	15.0"
6.0 - 7.0	3.5"	4.0"	---	7.0"	21.0"	14.5"
4.8 - 6.0	2.0"	4.0"	---	6.5"	17.5"	12.5"
Cars Only	2.0"	---	---	9.0"	13.0"	11.0"

Remarks:

Where crushed material is required for base, shoulders, or level, recommend the 1.0"-0 material crushed for the Cement Treated Base be used in lieu of normal specification sizes.

Unit prices were obtained from A. D. Bollinger, Cost Estimator. 1969-1970 maintenance costs used in the economic analysis for Asphaltic Concrete and Portland Cement Concrete were obtained from the Maintenance Section.

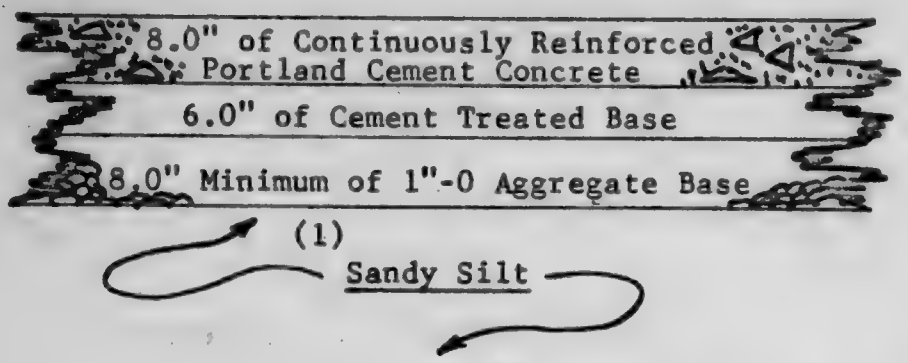
Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8 "	Aggregate Base
* 1.0"	Cement Treated Base	=	1.8 "	Aggregate Base
1.0"	Oil Mat	=	1.1 "	Aggregate Base
1.0"	Aggregate Subbase	=	0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	=	--- "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

*Does not apply to mainline.

ALTERNATE STRUCTURAL SECTION


8.0" of Continuously Reinforced Portland Cement Concrete
6.0" of Cement Treated Base
8.0" Minimum of 1"-0 Aggregate Base
(1)
Sandy Silt

Credit	Actual Thick.	Component
	8.0	C.R.P.C.C.
	6.0	C.T.B.
	8.0	A.B.
	22.0	

Above section to be used when wet areas are encountered, and at the discretion of the Resident Engineer.

STRUCTURAL SECTION

Credit	Actual Thick.	Component

TRAFFIC ANALYSIS

SECTION: S. E. Foster Road - S. E. Causey Ave.

HIGHWAY: East Portland Freeway

COUNTY: Multnomah & Clackamas

47,400 Present ADT (19 70)

5.7 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	1190	2.3	2737	1964	450	883,800
3	550	2.3	1265	908	1000	908,000
4	125	2.3	288	207	1250	258,750
5	860	2.3	1978	1419	3180	4,512,420
6	5	2.3	12	9	2570	23,130
				4507	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 6,586,100

TWENTY YEAR EWL 131,722,000

TRAFFIC COEFFICIENT 12.0

% Truck ADT	AVERAGE ANNUAL DESIGN EWL	TWENTY YEAR EWL	TRAFFIC COEFFICIENT
80	5,267,740	105,354,800	11.7

SECTION S. E. Foster Road-S. Causey Avenue HIGHWAY East Portland Freeway
COUNTY Multnomah and Clackamas DATE 1-3-72

Outside Lanes X Inside Lanes
Load Safety Factor 1.3 "R" Value 9
Subbase Depth ---- C.T.B. Depth 6.0"
k-Values: Basement 70 Subbase --- C.T.B. 215
Compressive Strength 3950
Modulus of Rupture(M.R.) 525 Total Depth P.C.C. Eff. 9.0"

	Credits
8.0"	CRPCC 9.0"
6.0"	C.T.B. 6.0"
---	---
---	---
---	---

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. / M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
SINGLE AXLE LOADS						
35	45.5	365	0.70	2,000	102	5
34	44.2	360	0.69	2,500	193	8
32	41.6	345	0.66	6,000	193	3
30	39.0	325	0.62	18,000	100	1
28	36.4	310	0.59	42,000	100	--
26	33.8	300	0.57	75,000	201	--
24	31.2	280	0.53	240,000	3,866	2
22	28.6	255	---	- - - -	- - -	--
20	26.0	---	---	- - - -	- - -	--
18	23.4	---	---	- - - -	- - -	--
TANDEM AXLE LOADS						
50	65.0	340	0.65	8,000	1,023	13
48	62.4	330	0.63	14,000	1,023	7
46	59.8	320	0.61	24,000	1,703	7
44	57.2	305	0.58	57,000	2,785	5
42	54.6	295	0.56	100,000	5,562	6
40	52.0	285	0.54	180,000	5,923	3
38	49.4	270	0.51	400,000	27,812	7
36	46.8	250	---	- - - -	- - -	--
34	44.2	---	---	- - - -	- - -	--
32	41.6	---	---	- - - -	- - -	--
30	39.0	---	---	- - - -	- - -	--
28	36.4	---	---	- - - -	- - -	--

Total % Fatigue Used 67

SECTION S. E. Foster Road - S. E. Causey Ave. HIGHWAY East Portland Freeway
COUNTY Multnomah & Clackamas DATE December 16, 1971

Axle Load Kips	80% 2 Axle TADT = 1571		80% 3 Axle TADT = 726		80% 4 Axle TADT = 166		80% 5 Axle TADT = 1135		80% 6 Axle TADT = 7		Total 20-Year Repetitions
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	
SINGLE AXLE											
35							0.09	102			102
34							0.17	193			193
32							0.17	193	—	—	193
30							—	—	14.3	100	100
28							—	—	14.3	100	100
26	—	—			—	—	—	—	28.7	201	201
24	1.75	2,749	—	—	3.72	618	0.44	499	—	—	3,866
22	5.91	9,285	3.10	2,251	9.20	1,527	6.28	7,128	27.4	192	20,383
20	40.4	63,468	86.9	63,089	202	33,532	419	475,565	60.4	423	636,077
18	128	201,088	334	242,484	611	101,426	2060	2,338,100	349	2,443	2,885,541
TANDEM AXLE											
50			0.55	399			0.55	624			1,023
48			0.55	399			0.55	624			1,023
46			—	—			1.50	1,703			1,703
44			1.10	799			1.75	1,986			2,785
42			1.72	1,249	—	—	3.80	4,313			5,562
40			1.72	1,249	5.66	940	3.29	3,734	—	—	5,923
38			0.62	450	9.09	1,509	22.6	25,651	28.8	202	27,812
36			13.8	10,019	12.1	2,009	78.3	88,871	61.4	430	101,329
34			62.7	45,520	35.4	5,876	262	297,370	62.9	440	349,206
32			136	98,736	145	24,070	576	653,760	272	1,904	778,470
30			61.7	44,794	164	27,224	292	331,420	462	3,234	406,672
28			61.7	44,794	164	27,224	292	331,420	462	3,234	406,672
26			61.7	44,794	164	27,224	292	331,420	462	3,234	406,672

SECTION: S. E. Foster Road - S. E. Causey Ave.

HIGHWAY: East Portland Freeway

COUNTY: Multnomah and Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: See attached sheet.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: P.C.C. and A.C.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration for this project.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: Not a consideration for this project.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

A cost comparison has been made for comparable strength A.C. and P.C.C. sections, see Page 7. P.C.C. has been selected as the result of this economic comparison.

Economic Comparisons of Pavement Types

with all Factors Used and 5% Compound Interest

_ S. E. Foster Road - S. E. Causey Avenue

_ East Portland Freeway Multnomah and Clackamas Counties

(25 Year Comparison Period)

		Cost per 3-lane mile
PORTLAND CEMENT CONCRETE PAVEMENT		
Initial Cost		$ 224,046
*Maintenance for 25 years $ 343 (14.094)		4,834
Present Worth Cost		$ 228,880
ASPHALT CONCRETE PAVEMENT		
Initial Cost		$ 219,248
Resurfacing 3.0" at 12 Years $ 37,474		
Engineering	$ 37,474 (0.20) 7,495	
Supplemental Work	- - - - - -	
Traffic Delay	- - -	
	$ 44,969	
The present worth of resurfacing is	$ 44,969 (0.5568)	$ 25,039
Maintenance for 25 years	$ 2,525 (14.094)	$ 35,587
Subtotal		$ 60,626
**Less Salvage - - -		- - -
Present Worth Cost		$ 279,874
SAVINGS PER 3 LANE MILE USING C.R.P.C.C.		$ 50,994

*Maintenance costs for all sections are for Travel Lanes only.

**For purposes of this comparison, the original AC pavement is expected to require resurfacing in 12 years, for a total service period of 25 years.

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DEC 22 1971
FOR FILING

7748

December 22, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

457

Dear Sir:

Re: S. E. Foster Road-S. E. Causey Avenue
East Portland Freeway, I-205
Portland Traction Co. Railroad O'Xing
Bridges 13540 and 13540A
Multnomah County

Your letter of December 10 requested that we study the use of spread footings at Bents 2 and 3.

Our final design plans will call for spread footings at Bents 2 and 3 with a maximum bearing pressure of three tons per square foot.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L.Porter
Tom Edwards
Ivan Merchant

LLW:smd ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon
Attention: Mr. I. D. Merchant

DATE: December 10, 1971

In reply refer to: 08-35.6

FROM for R. E. Simpson, Division Engineer
Salem, Oregon

I-205-7 (-)

SUBJECT: Oregon Project ~~I-5-5~~(-)
Portland Traction Railroad Overcrossing

Merchant-Gerdel
cy Johnson
12-14-71

We have reviewed the preliminary plans and find them generally satisfactory with the following exception:

The foundation data shows a gravel strata starting approximately 5 feet below original ground. It appears that spread footings would be desirable at Bents 2 and 3.

Please consider this alternate and let us know the results of your study.

cc:
Bridge

NOTED
TOM EDWARDS

Johnson

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DEC 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 14 1971
BRIDGE DIVISION

L. L. WALLACE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

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DEC 22 1971
FOR FILING

7748

December 21, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

454
455

Dear Sir:

Re: 92nd Avenue Overcrossing and
Lester Avenue and Otty Road
Undercrossings
Foster Road-S. E. Causey Road
Section
East Portland Freeway
Your File 08-35.6

Your December 8 letters of approval of the preliminary plans for the subject structures raised questions on several items. Our replies to those items in question are given below.

The footing elevation for Bent 3 of the Otty Road structure was questioned. The core recovery for Test Hole 1KS in the vicinity of Bent 3 gave very poor recovery, especially in the top five to ten feet. For that reason, it was decided to found Bent 3 at the elevation shown. If, during the excavation for this bent it is found that the material at a higher elevation will support the structure loads, the footing elevation can be adjusted.

The approach sidewalks to the Lester Avenue structure within the limits of the street reconstruction will be the same width as the sidewalk on the structure. The paved footpath on the north side will be eliminated.

A suitable transition safety section will be installed at the ends of the vehicle rail on both of these structures.

The type of foundation proposed for the 92nd Avenue Undercrossing was questioned. Spread footings founded in the gravel were considered. The blow count in this gravel layer was not too high. The gravels were considered adequate to carry an imposed load not exceeding three tons per square foot. With the span lengths proposed and the foundation loads required, extremely large footings would be required.

Provision will be made in the structure design to maintain the continuity of the lineal illumination along this section of freeway.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
Ivan Merchant
R. L. Schroeder (enc.)

WJH:dh ja

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 8, 1971

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I 205-7(-)
Foster Road-S.E. Causey Road Section
Lester Avenue and Otty Road Undercrossing

Preliminary plans submitted by Mr. Johnson's November 15, 1971 letter are approved.

We note on the layout for the Otty Road structure that the footing of Bent 3 is shown quite deep. It appears that it could be raised about 4 feet and still fall on top of the vesicular basalt strata.

We also note on your vicinity map for Lester Avenue a narrow sidewalk approaches the structure. It would be appropriate to widen this walk to be compatable with the structure sidewalk. The paved foot path on the north side should be eliminated.

We will approve the inside vehicle rail on the two structures on a trial basis provided a suitable safety end connection can be installed.

Johnson
cy TE

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DEC 9 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
DEC 10 1971
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: December 8, 1971

In reply refer to: 08-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I 205-7(-)
S. E. Foster Road-Causey Avenue Section
92nd Avenue Undercrossing

Preliminary plans submitted with Mr. Merchant's September 29 and November 11, 1971 letters are approved.

We note from the foundation report that gravel is prevalent at some footing elevations. Please consider the possibility of spread Footings for some bents. Perhaps additional foundation work may be necessary.

Lineal illumination will be provided along this section of freeway and consideration of this should be given in the structure design.

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OFFICE OF
STATE HIGHWAY ENGINEER

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DEC 10 1971
BRIDGE DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

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DEC 20 1971
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

Portland Traction Company
1800 S. E. Water Avenue
Portland, Oregon 97214

ATTENTION: Mr. F. V. Schlaf

December 16, 1971

Re: Johnson Creek Outfall Sewer Crossing
S. E. Foster Road-S.E. Causey Avenue
Section
East Portland Freeway
Clackamas County
Your File: A

F. B. Klaboe

Gentlemen:

This is in reply to your letter dated December 13, 1971, pertaining to the issuance of a crossing permit and the type of pipe used for the pipe crossing beneath your tracks on this project.

This is to advise that the State will accept your standard form of crossing permit in lieu of an easement. You will note that the symbols on Encroachment Map No. 9B-9-10, submitted to you with my letter dated December 9, 1971, indicated a temporary easement for construction purposes through that crossing area.

We will also use a Class V reinforced concrete pipe throughout the encroachment on your right of way.

This should supply you with sufficient information to process the material as submitted to you on December 9, 1971.

Very truly yours,

F. D. Morgan
Construction Engineer

ORIGINAL SIGNED BY
By T. W. LITCHFIELD

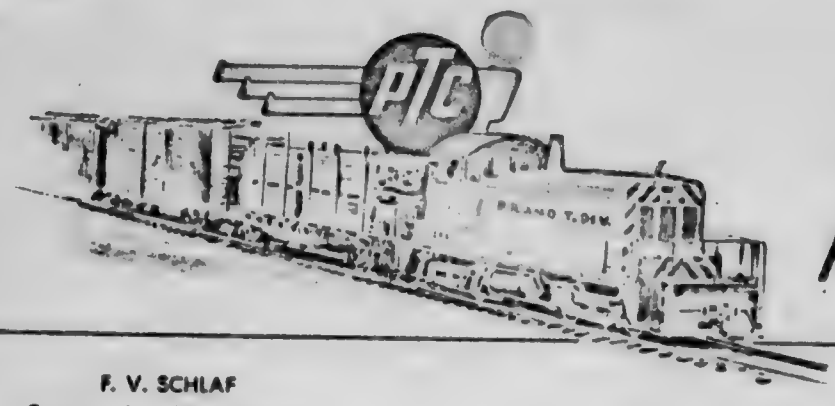
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: F. B. Klaboe w/copy of PTC letter
A. E. Johnson "
F. L. Hall "
R. L. Schroeder
Jack Hesla

RECEIVED
DEC 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123



PORTLAND'S OWN RAILROAD

PORTLAND TRACTION COMPANY

F. V. SCHLAF
Superintendent - Traffic Manager

1800 S.E. WATER AVE. • Phone 233-5481
PORTLAND, OREGON 97214

December 13, 1971

File A

Mr. T. W. Litchfield
Railroad Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Ted:

This refers to my letter of November 19th and your letter of September 28th relative to the Johnson Creek Outfall Sewer, S. E. Foster Road-S. E. Causey Avenue Section on the East Portland Freeway.

In my above referred letter I advised our people will not give consideration to your request for the sewer line crossing easement, and that same would be covered by a standard crossing permit, and will appreciate your advising your willingness to accept.

Also, I asked for your assurance that Class V reinforced concrete pipe would be used in the crossing of our right of way.

Will appreciate your advising with respect to these items.

Very truly yours,

F. V. Schlaf

Superintendent-Traffic Manager

FVS mm

Routing
Morgan
Decker
Bond
Walker
Beckham
Johnson
Peace
Swan
Stamm
Litchfield
Gallagher
Stein

RECEIVED
DEC 15 1971
CONSTRUCTION DIVISION

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 19, 1971

In reply refer to: 08-35-DA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project I-205-7(2)301
S. E. Foster Road - S. E. Causey Avenue Section
East Portland Freeway - Phillips Creek Drainage

Your November 17 letter on this subject requests approval to allow Clackamas County to proceed with preliminary engineering and planning in order to include the needed highway drainage in their proposed sanitary sewer work in the same drainage corridor. Based on meetings and discussions with your office and Clackamas County, it is clear that Phillips Creek drainage plan offers an alternate that shows exceptional promise.

To further establish the engineering merits of the Phillips Creek drainage alternate and to allow the future selection of a total drainage solution, it would be to the benefit of the Interstate development to utilize the services of the on-going engineering effort by Clackamas County.

The preliminary engineering work presented by the County should include data which demonstrates the feasibility of this drainage location and which would provide the necessary background to make a final selection of a total drainage solution.

Because of the urgent need for the County to proceed with their engineering work and the critical need for an early solution to the Interstate drainage problem (Interstate project scheduled for contract in February 1972.) this will establish the date of eligibility for Federal participation in the engineering work to be performed under the direction of Clackamas County. The actual amount of Federal-aid reimbursement in the engineering work will be based on an adequately supported County-State agreement, including an itemized estimate of storm drainage engineering, approved by FHWA.

11-26-71
REFERRED TO
Young Hall
By Asst. State Hwy. Engr.

RECEIVED
NOV 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

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NOV 19 1971
FOR FILE

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

November 17, 1971

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Attention: Mr. C. T. Christianson

NOTED
F. E. KLABOE

Gentlemen:

Re: Philips Creek Drainage
Foster Road-Causey Avenue
East Portland Freeway

Attached is an estimate and sketch map of a proposed improvement of the storm drainage channel along Philips Creek that will be the outfall channel for draining a portion of the subject highway section south of Johnson Creek.

This is based on a study by the Corvallis consultants, CH_2M, contracted for by Clackamas County, to develop a sanitary sewer system. It has been proposed that the sanitary sewer contract be expanded to include the channel improvement, with the County being reimbursed for the cost of planning and constructing the drainage channel on a predetermined lump sum basis.

The amount of this sum cannot be determined until the engineering planning is completed by the consultant contractor. The purpose of this letter is to establish the feasibility of the drainage project as related to the construction of the East Portland Freeway in order that a commitment may be made to Clackamas County to authorize them to proceed with engineering plans.

The $288,700 cost of the project as shown on the attached data was prepared based on preliminary information. The only alternative to this plan would be to divert the storm water northerly into Johnson Creek, which is subject to extreme flooding conditions. Diversion of the storm water from the Philips Creek drainage system into Johnson Creek would be subject to legal action and should not be considered a feasible alternate.

With your approval of the plan to improve the Philips Creek channel as an outfall as outlined in this letter, we will ask Clackamas County to proceed with engineering studies to determine their cost of the project to be used as the agreed upon lump sum cost eligible for reimbursement with Interstate funds.

Very truly yours,

R. L. Porter
State Highway Engineer
By:

ORIGINAL SIGNED BY
FRANK L. HALL

Frank L. Hall
Design Engineer

FLH:jh

cc: F. B. Klaboe
R. L. Schroeder
H. S. Cox

RECEIVED
NOV 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 19 1971

OREGON STATE HIGHWAY DIVISION

1748

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 16, 1971

Portland Traction Company
1800 S. E. Water Avenue
Portland, Oregon

Attention: Mr. F. V. Schlaf

NOTED
A. E. JOHNSON

Gentlemen:

E. Portland Freeway Overcrossing
Of Portland Traction Company Railroad
S. E. Foster Road to S. E. Causey Avenue Section
E. Portland Freeway - Hwy. I-205
Multnomah Co.
Bridge No. 13540

In your November 11, 1971 reply to our preliminary submittal for the I-205 structure over your tracks several items were questioned. Those items in question will be taken up in order.

The three power lines within the railroad right-of-way are located as follows: (1) A pole-line is 46 ft.± north of the centerline of the existing track, (2) A pole-line is 8 ft.± south of the centerline of the existing track and (3) A tower-line is 30 ft.± south of the centerline of the existing track.

These utility lines will be relocated by the owners of the lines. The final position of the relocated lines will be in a position satisfactory to you and the State. A determination as to whether the lines will be aerial over the structure or carried on lines beneath the structure has not been made. This is an item which will have to be worked out with the affected utility company. In no case is it the intention that any of the lines would fall in the area of your future service road.

Attached are six copies of Drawing No. 27586 which has been revised to show the 57 KV power-line (towers) which are 30 ft.± south of the centerline of the existing track. The additional drawings which you requested have been sent to you under separate cover.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

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NOV 17 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RWE/ag
Attachs.
cc: A. E. Johnson — R. Schroeder
J. Sollis — L. Topaz
T. Litchfield

RECEIVED
NOV 16 1971
FOR FILING
7748

November 15, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Dear Sir:

Re: Foster Road-S.E. Causey Ave. Sec.
East Portland Freeway (I-205)
Lester Ave. & Otty Rd. U'Xings
Bridge Nos. 9712 and 9713
Clackamas County

Attached are two prints each of Drawing Nos. 27622, 27440, 22802, 22803 and 5T25 which are the preliminary plan and elevation drawings, vicinity maps, and geometric sheet for the Lester Avenue and Otty Road structures. Also attached are two copies of a letter establishing Clackamas County's commitment to construct Otty Road to a four-lane facility in the future. The foundation reports are also included.

The Lester Avenue structure has a 40-foot roadway section which provides for two lanes of traffic with eight-foot shoulders for this Class "C" facility. An eight-foot sidewalk is provided on the south side for the pedestrian traffic in this area. A single column is set in the center of the median area with end abutments set well back from the eight-lane freeway section, thus establishing the length of the structure. Grades are established to provide 17'-0" vertical clearance at the minimum point.

Otty Road has a 48-foot roadway to provide for a future four-lane facility, as requested by the County, and an eight-foot sidewalk on the south side. The alignment is the same as the existing road. The grade was established to provide a minimum 17-foot clearance and match the existing road without undesirable vertical alignment. The proposed structure adequately spans the freeway traffic lanes. Bent 1 is at the top of the slope; Bent 2 is a single column set back from the roadway as far as practical; Bent 3 is a single column set in the center of the median; and Bent 4 is an abutment near the top of the slope.

These structures consist of poured-in-place concrete box girder sections at the interior bents with precast prestressed concrete box girder closing sections extending throughout the remaining span lengths. The structure is then post-tensioned throughout its length. Bids will be analyzed to determine comparative costs of the proposed type of construction vs. previously contracted poured-in-place box girder structures.

Foundation information indicates the use of end steel pile abutment support with interior bents on spread footings as they are founded at a deeper elevation in this cut section of freeway.

A barrier rail is shown between the roadway and sidewalk on these structures. Where sidewalks are necessary, we feel that a barrier rail between pedestrians and traffic is required on structures for all classes of highways, including city streets.

The approximate costs of these structures based on estimated quantities and including an allowance for engineering and contingencies are $433,000 for Lester Avenue and $576,000 for Otty Road. This is being sent to you as a preliminary submittal for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

Attachments
cc R. L. Porter
Tom Edwards
I. D. Merchant

JEB:smd ms

RECEIVED
NOV 12 1971
FOR FILING
JAMES V. FURNAS JR.
DEPUTY ATTORNEY GENERAL

7748

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6313

November 9, 1971

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. HALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS
JAMES P. CRONAN, JR
QUINTIN B. ESTELL
LAWRENCE J. HALL
LESLIE B HAMPTON
ROBERT A. HOLLAND
DONALD J. HOWE
JOHN R. MCCULLOCH
FRANK G. MCKINNEY
EARL M. PRESTON
R. KEN ROBERTS
JAMES A. SANDERSON
JACK L. SOLLIS
CARLOTTA H. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. Diarmuid F. O'Scannlain
Public Utility Commissioner
200 Public Service Bldg.
Salem, Oregon 97310

Attention: Don Haakenson, Supervisor
Transportation Services

NOTED
F. B. KLABOE

Re: PUX 816
Application of the State of Oregon, by and through its State Highway Commission for authority to construct two overcrossing structures over the tracks and right of way of the Portland Traction Company known as the East Portland Freeway Overcrossing Project.

Dear Sir:

Herewith I hand you an original and five copies of the Application of the State Highway Commission in the above-entitled matter.

Two of the copies are for service upon Portland Traction Company, one copy for service upon Washington County and two copies for use by your office.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:mjg
Enclosures
cc- Tom Edwards
Ivan D. Merchant
F. B. Klaboe
T. W. Litchfield
F. D. Morgan
L. W. Rulien

RECEIVED
NOV 10 1971
OFFICE OF
STATE HIGHWAY ENGINEER

PUC 816

BEFORE THE PUBLIC UTILITY COMMISSIONER OF OREGON

In the Matter of the Application of the State of Oregon, by and through its State Highway Commission, for authority to construct two overcrossing structures over the tracks and right of way of the Portland Traction Company known as the East Portland Freeway Overcrossing Project in the northwest quarter of the northeast quarter of Section 21, Township 1 S, Range 2 E, Willamette Meridian, Multnomah County.	APPLICATION NO._____

Comes now the State Highway Commission and files its Application in the above entitled matter.

The Applicant herein respectfully represents:

I.

That the name and address of your Applicant is the State of Oregon, by and through its State Highway Commission, State Highway Building, Salem, Oregon 97310.

II.

That this Application is made under the authority of ORS 366.205, 763.040 and ORS 763.050.

III.

That for the proper service, safety and convenience of the traveling public, Applicant proposes to construct the East Portland Freeway Highway I-205. Said construction necessitates the constructing of two overcrossing structures over the tracks and right of way of the Portland Traction Company. The plans for the constructing of said structures are shown on Oregon State Highway Department Drawing

No. 27586 entitled "East Portland Freeway Overcrossing of Portland Traction Company Railroad Southeast Foster Road to Southeast Causey Avenue Section East Portland Freeway Highway Mutlnomah County", Bridge No. 13540 and A and vicinity map and profile entitled "Southeast Duke Street-Southeast Causey Avenue Unit Columbia River-Lake Road Section East Portland Freeway", Drawing No. 27579 dated June, 1971. These drawings are attached hereto and by this reference made a part hereof. The proposed new strucures will not eliminate any existing grade crossings and since the railroad will not benefit from the construction of said overcrossing structures, no participation in the cost of said construction is requested from the railroad.

IV.

Because of the topographical features of the area and the high density of traffic on the highway which will be crossing the railroad in this area, the overcrossing structures are the only safe and practical means of crossing the tracks by the highway at this point.

V.

That upon completion, the annual average daily traffic on the highway over the railroad tracks will be approximately 25,000 vehicles with an anticipated increase to 109,000 vehicles per day in twenty years. The railroad movements average two trains daily and include no high speed movements.

VI.

The structure center lines are 104 feet apart being equal distance from (52 feet) and parallel to the project center line ("L" line). The structures will each be 268 feet long measured between the center line of the end bents and will consist of three spans that are (90-92-86) feet and are a continuous prestressed concrete beam series.

The northbound roadway will be 72 feet between the parapet rails which will provide four twelve-foot lanes and two twelve-foot shoulders. The southbound roadway will be 78 feet between parapet rails which will provide for a twelve-foot inside shoulder, four twelve-foot travel lanes, a twelve-foot deceleration lane and a six-foot outside shoulder. There is no provision for pedestrian traffic on this structure. The structures are located partially on a 500-foot vertical curve with an ascending grade of 0.32% to the south and an ascending grade of 0.52% to the north. The point of intersection of the two grades is at Highway Station "L"516+00 at elevation 235.74. The center of the highway facility ("L" line) intersects the centerline of the existing railroad track at Highway Station "L"519+04.49P.O.T.=R.R. Station 510+51.05P.O.T. The angle of intersection between the two centerlines is 51° 21' 15" and is located in the S.W. quadrant.

VII.

The following parties are affected by the proposed crossing: Portland Traction Railroad Company, and Multnomah County.

VIII.

That the Applicant proposes that the construction and maintenance of the project be handled, and the cost thereof be borne as follows:

THINGS TO BE DONE BY APPLICANT:

(a) Prepare plans and specifications and award a contract or contracts for the construction of the proposed grade separation structures, including approaches.

(b) Finanace the construction of said project with its own funds, including reimbursement to the railroad for its costs incurred in connection therewith, with accounting practices to be

followed and reimbursements made as provided in Bureau of Public Roads Policy and Procedure Memorandum No. 30-3, issued October 15, 1966 and amendments and supplements thereto.

(c) On completion of the project, Applicant will maintain the structure and all highway appurtenances.

THINGS TO BE DONE BY RAILROAD:

(a) Subject to reimbursement by Applicant under Federal Regulations as set forth in paragraph (b) under THINGS TO BE DONE BY APPLICANT, furnish such preliminary engineering, engineering inspection, watchmen and flagmen services as may be necessary to protect railroad operations during the period of construction of the project.

(b) Remove and protect the signal and communication lines during the same period and replace in final location upon completion of construction.

(c) At its own expense, maintain the road bed and trackage after completion of construction.

IX.

That at all times during and after construction, vertical and horizontal clearances of the structure over the railroad will be in excess of those required by the Public Utility Commissioner.

X.

That the proposed project is located in the northwest quarter of the northeast quarter of Section 21, Township 1 S, Range 2 E, Willamette Meridian, Multnomah County, Oregon.

WHEREFORE, Applicant prays for an Order authorizing said construction and an allocation of costs thereof, in accordance herewith, and for such other Order or Orders as may be proper in the premises.

DATED at Salem, Oregon this_____day of November, 1971.

STATE OF OREGON, by and through
Its State Highway Commission

L. I. LINDAS
Assistant Attorney General & Counsel
for the State Highway Commission

By /s/ Jack L. Sollis
JACK L. SOLLIS
Assistant Attorney General

STATE OF OREGON)
)ss.
County of Marion)

I, Ivan D. Merchant, being first duly sworn, say that I am Bridge Engineer for the Oregon State Highway Commission and that the foregoing Application is true as I verily believe.

/s/ Ivan D. Merchant
IVAN D. MERCHANT

Subscribed and sworn to before me this_____day of November, 1971.

/s/ Jack L. Sollis
Notary Public for Oregon
My Commission Expires: 12/18/72

I certify that the above is a true and correct copy of the foregoing Application and the whole thereof.

Jack L. Sollis
JACK L. SOLLIS
Assistant Attorney General

RECEIVED
NOV 10 1971
F[illegible]S

7748

November 9, 1971

The Honorable Lloyd Anderson
Commissioner of Public Works
City of Portland
1220 S. W. 5th Avenue
Portland, Oregon 97204

NOTED
F. B. KLASCE

Dear Commissioner Anderson:

Subject: Foster Road-Causey Avenue
Section
East Portland Freeway (I-205)
Multnomah County

In design of the section of Interstate 205 from Foster Road southerly to Causey Avenue, we have utilized the basic concept indicated on Portland City Planning Commission Job No. 6607 as requested by City of Portland Resolution No. 30800. This involves relocating Johnson Creek, extending Flavel Street easterly under Interstate 205, and connecting Mt. Scott Boulevard to the extended Flavel Street. This would allow for future relocation of Johnson Creek easterly on new alignment and a collector road to parallel it for service to the industrial area to the north. This would replace Glenwood Street which would be severed by the freeway under this plan.

In designing the extended Flavel Street from 92nd easterly through the freeway, we are limited to providing width for a two-lane facility (44 feet) unless there is documentation that a wider facility is to be constructed on the adjacent section within five years of the completion of the project. If such is the case, please provide data indicating the proposed width and the anticipated time of construction.

Also involved in this matter is the design of the connection of relocated Mt. Scott Boulevard with the proposed industrial-collector street. As presently designed, we have maintained a 35-mile-per-hour alignment on Mt. Scott Boulevard (as requested by Multnomah County), which will put the structure over the channel change on an 18-degree curve with its

attendant superelevation. To revise this in the future to connect to the industrial-collector street will require complete reconstruction of this structure -- the alternate is to construct to fit the future extension at this time with "stop condition" alignment for Mt. Scott Boulevard at this point.

Your review of the overall planning for this area, the ultimate usage of the two facilities, construction timing of the extension, any other factors which would bear on this matter, and your recommendation on the design to be used is requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. B. Klaboe
Assistant State Highway Engineer

Enclosure

cc: R. L. Porter
Tom Edwards
Frank L. Hall
H. S. Cox
R. L. Schroeder

ADO:jp kw

FUTURE CHANNEL

FUTURE HIGHWAY

PROPOSED CHANNEL CHANGE

PROPOSED MT SCOTT BLVD. REALIGNMENT

18°

322'

18°

Str. 72'X360'±

530'

540'

Str. 72'X360'±

North of
Co. R.R. Strs.)

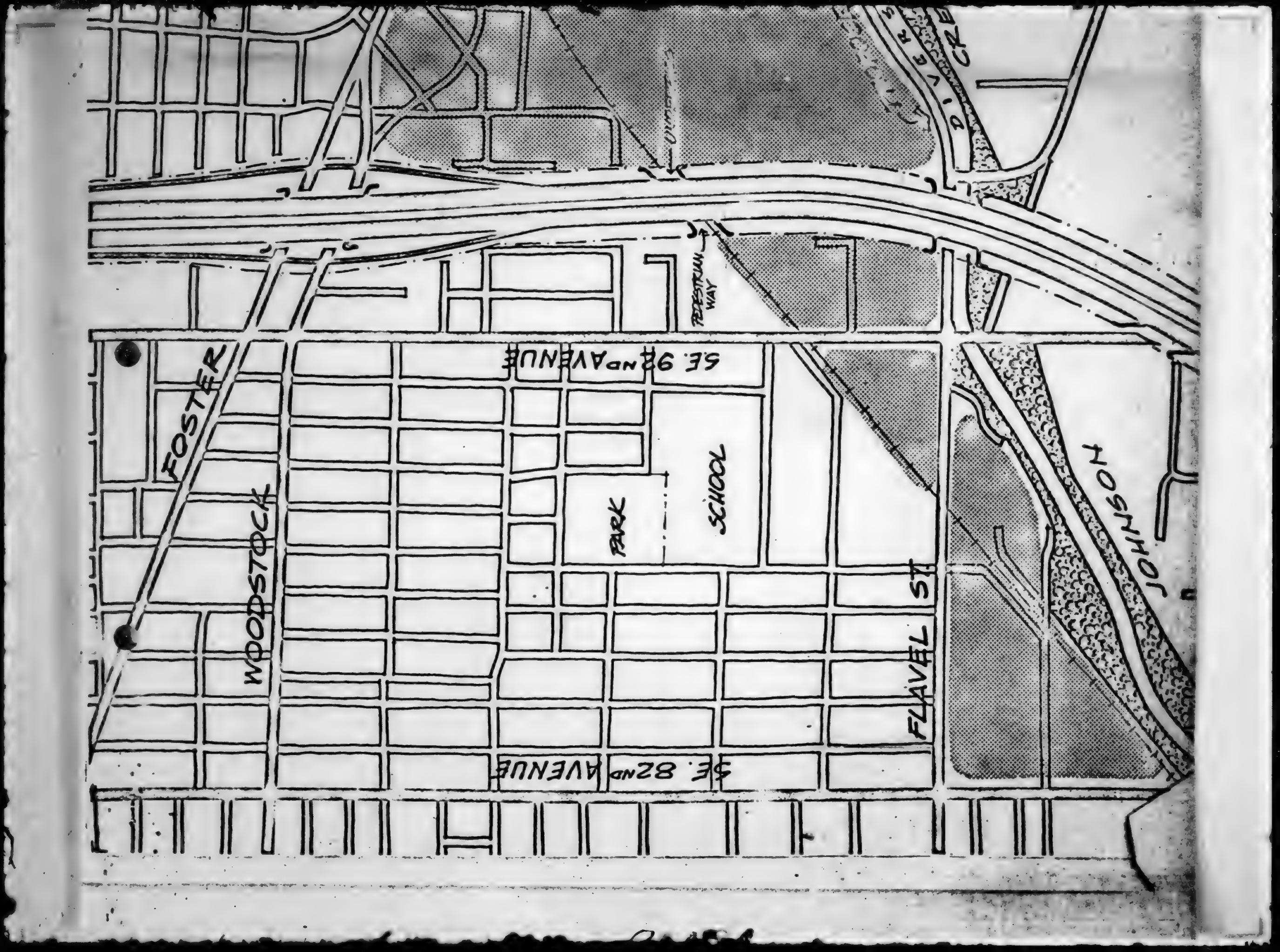
PROPOSED FLAVEL ST. EXTENSION (FUTURE HIGHWAY)

CHANNEL

Bicycle Path

FUTURE

S.E. FLAVEL ST.


SE 92ND AVENUE
FOSTER
WOODSTOCK
PEDESTRIAN WAY
PARK
SCHOOL
SE 82ND AVENUE
FLAVEL ST.
JOHNSON
DIVERS

ROAD

INDUSTRIAL

CHANNEL

GREENWAY

DIVERSION

CREEK

PARK SITE

SCHOOL SITE

SE. 112TH AVENUE

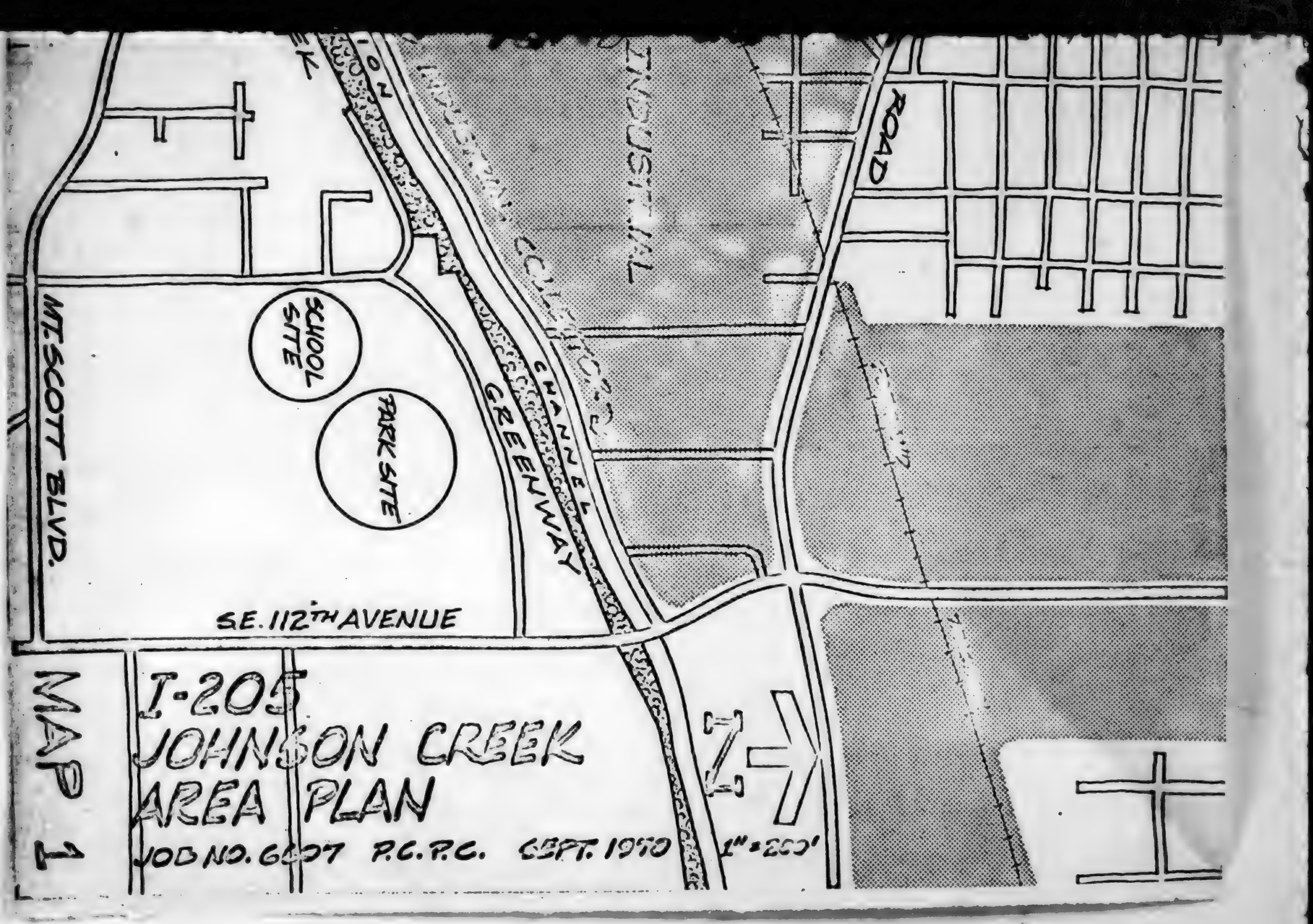
MT. SCOTT BLVD.

T.20

JOHNSON CREEK

AREA PLAN

MAP


ROAD
INDUSTRIAL
CHANNEL
GREENWAY
SCHOOL SITE
PARK SITE
MT. SCOTT BLVD.
SE. 112TH AVENUE
MAP 1
I-205
JOHNSON CREEK
AREA PLAN
JOB NO. 6607 P.C.P.C. SEPT. 1980
1" = 200'

RECEIVED
NOV 8 - 1971

OREGON STATE HIGHWAY DIVISION

7778

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 3, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage St. N. E.
Salem, Oregon 97301

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

S.E. Foster Road-S.E. Causey Ave. Sec.
East Portland Freeway, I-205
Portland Traction Co. RR O'xing
Bridges 13540 and 13540A
Multnomah County

Enclosed are two prints each of drawings 27586 and 27579 which are the preliminary plan and elevation and vicinity map of the subject structure. Also enclosed are some letters from the Portland Traction Company relative to their trackage requirements and location of proposed walk. The foundation report will be forwarded when it becomes available.

The roadway width of the northbound structure is 72'0" which is required for four northbound lanes with 12'0" shoulders both sides. The roadway width of the southbound structure is 78'0" which is required for the four southbound lanes and a 12'0" inside shoulder and deceleration lane with a 6'0" shoulder. The structure lengths provide for the required railroad section and clearance and a 10'0" walk and fence with 2:1 side slopes. The walk allows pedestrian traffic on Glenwood Street to cross under the freeway. The next crossings are Woodstock Blvd. to the north and Johnson Creek to the south.

The proposed structures are of precast construction using AASHO Type III prestressed beam superstructure. This is the most economical type of structure according to previous bidding records and provides an acceptable appearance for this location. The prestressed beams allow for construction

over the railroad without falsework. The foundation information indicates the use of steel piling at all bents.

The estimated cost, based on approximate quantities, is $635,000 for both structures including an allowance for engineering and contingencies. This is a preliminary submittal for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer
By
ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

JEB:dh
Enclosures

cc A. E. Johnson
L. H. Young
V. E. Skoog

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OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30

NOV 8 • 1971

FOR FILING

7748

A E Johnson

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

November 3, 1971
Salem, Oregon

NOTED
A. E. JOHNSON

SUBJECT:

To: L. I. Lindas
Chief Counsel
B U I L D I N G

Attention: Jack Sollis

East Portland Freeway Overcrossing
Of The Portland Traction Company Railroad
S. E. Foster Rd. to S. E. Causey Ave. Sec.
E. Portland Fwy. (I-205)
Multnomah Co.
Br. No. 13540 and 13540A

It is planned to let the S. E. Foster Road to S. E. Causey Avenue Section of the East Portland Freeway (I-205) in February, 1972. This is a new alignment and will include twin overcrossing structures spanning the tracks of the Portland Traction Company railroad.

Attached are fifteen prints each of Drawings 27586 and 27579, which are the preliminary plan and elevation drawing and vicinity map respectively.

The structures (northbound and southbound) are located in the NW1/4NE1/4 of Section 21, T. 1 S., R. 2 E., W.M., Multnomah County, Oregon. The structure centerlines are 104 feet apart being equal distance from (52 feet) and parallel to the project centerline ("L" line). The structures will each be 268 feet long measured between the centerline of the end bents and will consist of a three span (90-92-86) continuous prestressed concrete beam series. The northbound roadway will be 72'-0" between the parapet rails which will provide four twelve-foot lanes and two twelve-foot shoulders. The southbound roadway will be 78' between parapet rails which will provide for a twelve-foot inside shoulder, four twelve-foot travel lanes, a twelve-foot deceleration lane and a six-foot outside shoulder. There is no provision for pedestrian traffic on this structure.

The structures are located partially on a 500-foot vertical curve with an ascending grade of 0.32% to the south and an ascending grade of 0.52% to the north. The point of intersection of the two grades is at Highway Sta. "L"516+00 at elevation 235.74. The center of the highway facility ("L" line) intersects the centerline of the existing railroad track at Highway Sta. "L"519+04.49P.O.T.= R.R. Sta. 510+51.05P.O.T. The angle of intersection between the two centerlines is 51°21'15" and is located in the S.W. quadrant.

The construction of this overcrossing facility is being financed with federal and state funds. Since no benefits to the Traction Company will accrue from the construction, no participation in cost is requested from them. Any expenses incurred by the Traction Company in connection with the construction of this project will be reimbursed to the Traction Company as permitted by PPM30-3 with amendments and additions thereto.

The average daily traffic upon opening the structure to public use will be 25,000 vehicles with an anticipated increase to 109,000 vehicles per day in twenty years. The railroad movements average two trains daily and include no high speed movements.

In this construction project the State should do the following things: Prepare plans and estimates, award contracts and supervise construction. Upon completion of the project the State will maintain the structure and all highway appurtenances.

In this construction project the railroad should furnish preliminary engineering, switchmen and flagmen services to protect its operation during construction, and if necessary remove and protect its signal and communication lines during this same period and replace them in final locations upon completion of construction. At their own cost and expense the railroad shall maintain the roadbed and trackage.

Copies of the enclosed drawings were sent to the Portland Traction Company for approval on November 3, 1971. Approved drawings have not been returned by the Traction Company; however, it is believed they will be approved as routine matter. Due to the early scheduled letting date for this project, it is requested that you prepare an application to the Public Utilities Commissioner for an order permitting the above construction.

Very truly yours,

R. L. Porter
State Highway Engineer
By

WALTER J. HART

Walter J. Hart
Bridge Administration Engineer

RWE/ag
Attachments
cc: T. Litchfield
A. E. Johnsen

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NOV 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
NOV 8 - 1971
OR...ING

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310

November 3, 1971

Portland Traction Company
1800 S. E. Waters Avenue
Portland, Oregon

NOTED
A. E. J...

Attention: Mr. F. V. Schlaf

Gentlemen:

E. Portland Freeway Overcrossing
Of Portland Traction Company Railroad
S. E. Foster Road to S. E. Causey Avenue Section
E. Portland Freeway - Hwy. I-205
Multnomah Co.
Bridge No. 13540

It is presently planned to call for bids in February, 1972, for construction of the East Portland Freeway (I-205) Overcrossing of the Portland Traction Company railroad in Multnomah County.

Enclosed are four copies each of two preliminary drawings relative to the proposed project. Drawing 27586 is a plan and elevation of the overcrossing structure and Drawing 27579 is a vicinity map of the proposed location.

The overcrossing will be twin structures (northbound and southbound) each consisting of a three span continuous series of prestressed precast concrete beams. As shown on Drawing 27586, the clearances provided at this structure will be greater than those indicated in your letter of June 18, 1971, to our Metropolitan Utilities Engineer. Impaired clearance at the existing track will not be required during construction. The span arrangement shown will allow for the installation of a future track and service road.

The enclosed drawings are sent to you as a preliminary submission for your approval. Because of the letting date for this project, an early return of one copy of the drawings with your comments or approval will be appreciated.

RECEIVED
NOV 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Very truly yours,

R. L. Porter
State Highway Engineer
By

Ivan D. Merchant
Bridge Engineer

RWE/ag
Attachments
cc: A. E. Johnson — cc: J. Sollis
T. Litchfield w/attachs.
R. Schroeder
L. Topaz

RECEIVED
OCT 1 1971
FOR FILE

PORTLAND'S OWN RAILROAD

PORTLAND TRACTION COMPANY

F. V. SCHLAF
Superintendent - Traffic Manager

1800 S.E. WATER AVE. • Phone 233-5481
PORTLAND, OREGON 97214

7.48

September 29, 1971

File A - O.S.H.D. - I-205

Routing: Morgan, Decker, Bond, Walker, Bachtne, Johnson, Poage, Swan, Glenn, Litchfield, Gallagher, Stein

RECEIVED
SEP 30 1971
CONSTRUCTION DIVISION

Mr. T. W. Litchfield
Railroad and Utility Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Ted:

This refers to your letter of August 18th relative to proposed sidewalk in connection with your S. E. Foster-S. E. Causey Avenue Section East Portland Freeway Clackamas County.

Our people advise they will not consider your proposal in this connection and are not agreeable to permitting construction of a sidewalk or installation of a culvert and fence at this location.

They further advise we will presumably grant the State slope easements incidental to construction of the over-crossing structure. Any such easements and supporting bridge columns must be designed so as to afford track clearances as illustrated on the clearance diagram furnished Mr. Hesla with my letter of June 18, 1971 (copy of which is attached hereto).

If it is necessary that you provide a pedestrian access across Interstate-205, it is suggested that a sidewalk be constructed on the future slope easement area or that a pedestrian over-crossing of the Interstate be considered.

Very truly yours,

F. V. Schlaf

NOTED
F. B. KLABOE

Superintendent-Traffic Manager

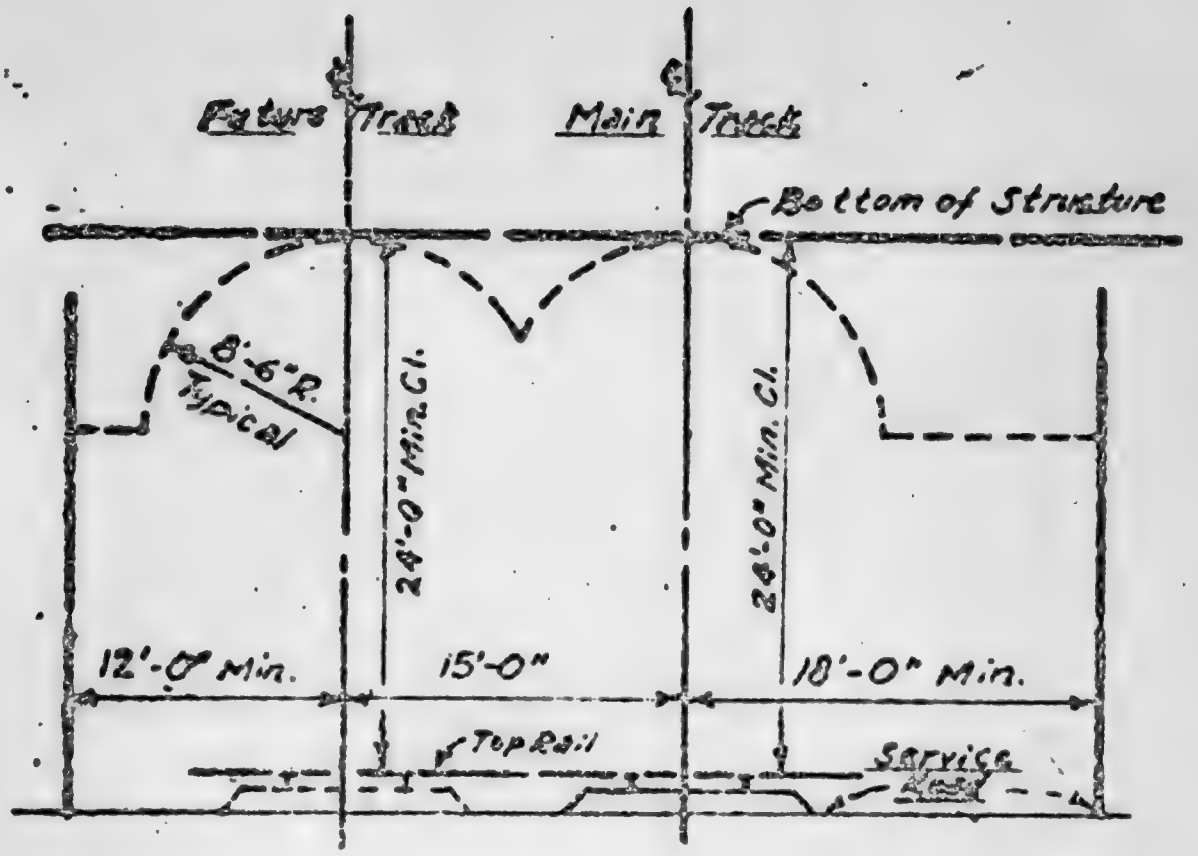
FVS mm
Enclosure

COPIES TO: FB KLABOE
FL HALL
RL SCHROEDER
JACK HESLA

RECEIVED
OCT 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

D-4216

D-4216



RAILROAD CLEARANCE DIAGRAM

Facing East Portland

No Scale

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SEP 29 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

September 29, 1971

7748

Mr. R. E. Simpson
Division Engineer
477 Cottage St. N. E.
Salem, Oregon 97308

NOTED
A. E. JOHNSON

Dear Mr. Simpson:

E. Portland Freeway O'xing of 92nd Ave.
S. E. Foster Rd.-Causey Ave. Section
E. Portland Freeway I-205
Multnomah County
Bridge 9711 and 9711A

Enclosed are two prints each of Drawings 27264 and 22801, the preliminary plan and elevation and vicinity map for the subject structures. Also enclosed are two copies of a letter from Multnomah County requesting a 66-foot roadway with 7-foot walks for S. E. 92nd Avenue. The foundation information is not complete at this time and will be forwarded at a later date.

This is a freeway crossing of an existing county road. Traffic on 92nd will be kept open by providing falsework openings. The length of the bridges was determined by the County's roadway requests and 2:1 end slopes from the back of the walks. The width, elevation, and alignment are in accordance with the requirements established for the project.

We have selected a three-span post-tensioned concrete box girder for this location. The estimated cost of both structures, based on approximate quantities and including an allowance for engineering and contingencies is $1,610,000. A welded steel girder was also studied for this project and the estimated cost is $1,865,000. Because of the skew at this site these were the only two alternates considered.

This is being sent to you as a preliminary submission for your approval.

Very truly yours,

R. L. Porter
State Highway Engineer
By ORIGINAL SIGNED
IVAN D. MERCHANT
Ivan D. Merchant
Bridge Engineer

RECEIVED
SEP 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JMT/dh/ag
Attachs.
cc: A. E. Johnson
L. H. Young
V. E. Skoog

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OCT 8 - 1971

ON FILING.

7748

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: S. E. Foster Road - S. E. Causey Ave.
Highway: East Portland Freeway (I-205)
County: Multnomah & Clackamas
Prefix: 626-1909

Res. Engr.
Approx. Length
Sta. to Sta.
Date 9-28-71

Mean Truck A.D.T. 4507
Traffic Coefficient 12.0
18 kip s. a. per day 1,476.3

Annual Precipitation 40"±
Frost Penetration ---
CBE Total Requirement 38.0"

(1)

Typical Soil

29 LL
6 PI
100 %P 10
79 %P 200
0 % Gravel
1 % C Sand
20 % F Sand
62 % Silt
17 % Clay
9 R Value
A-4 AASHO Classif.

Materials Source:

Commercial sources are available.

Credit	*Actual Thick.*	*Component*
	8.0	C.R.P.C.C.
	4.0	C.T.B.
	5.0	A.B.
	17.0	
See attached sheets		for computations.

STRUCTURAL SECTION

8.0" of Continuously Reinforced Portland Cement Concrete
4.0" of Cement Treated Base
5.0" of 1"-0 Aggregate Base

(1)
Sandy Silt

NOTED
F. B. KLABOE

See Page 4 for computations.

Submitted by E. J. Engr
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by W. H. Lebeau
Program and Planning Engineer
As'f

Approved by F. B. Klaboe
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
Inventory & Needs Engineer
Location Engineer

SECTION: S. E. Foster Road-S. E. Causey Ave.

HIGHWAY: East Portland Freeway

COUNTY: Multnomah & Clackamas

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	CTB	*Aggregate Base*	*1.0"-0 Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
10.0 - 11.0	4.0"	10.0"	---	8.0"	34.0"	22.0"
9.0 - 10.0	4.0"	10.0"	---	4.5"	30.5"	18.5"
8.0 - 9.0	4.0"	6.0"	---	8.5"	27.5"	18.5"
7.8 - 8.0	4.0"	6.0"	---	5.0"	24.0"	15.0"
6.0 - 7.0	3.5"	4.0"	---	7.0"	21.0"	14.5"
4.8 - 6.0	2.0"	4.0"	---	6.5"	17.5"	12.5"
Cars Only	2.0"	---	---	9.0"	13.0"	11.0"

Remarks:

1.0"-0 Aggregate Base has been recommended as the purchasing and placing of a one-size course is more economical. The strength equivalency of 1.0"-0 Aggregate Base is equal to 0.75" or 1.5" material.

Unit prices were obtained from A. D. Bollinger, Cost Estimator. 1969-1970 maintenance costs used in the economic analysis for Asphaltic Concrete and Portland Cement Concrete were obtained from the Maintenance Section.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
* 1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= --- "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

* Does not apply to mainline.

TRAFFIC ANALYSIS

SECTION: S. E. Foster Road -- S. E. Causey Ave.

HIGHWAY: East Portland Freeway

COUNTY: Multnomah & Clackamas

47,400 Present ADT (19 70)

5.7 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	1190	2.3	2737	1964	450	883,800
3	550	2.3	1265	908	1000	908,000
4	125	2.3	288	207	1250	258,750
5	860	2.3	1978	1419	3180	4,512,420
6	5	2.3	12	9	2570	23,130
				4507	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 6,586,100

TWENTY YEAR EWL 131,722,000

TRAFFIC COEFFICIENT 12.0

% TRUCK ADT	AVERAGE ANNUAL DESIGN EWL	TWENTY YEAR EWL	TRAFFIC COEFFICIENT
80	5,267,740	105,354,800	11.7

SECTION S. E. Foster Road - [illegible] E. Causey Ave. HIGHWAY [illegible]t Portland Freeway
COUNTY Multnomah & Clackamas DATE 9-28-71

Outside Lanes X Inside Lanes
Load Safety Factor 1.3 "R" Value 9
Subbase Depth 5.0" C.T.B. Depth 4.0"
k-Values: Basement 70 Subbase 83 C.T.B. 175
Compressive Strength 3950
Modulus of Rupture (M.R.) 525 Total Depth P.C.C. Eff. 9.0"

Credits		
8.0"	C.R.P.C.C.	9.0"
4.0"	C.T.B.	4.0"
5.0"	A.B.	5.0"
---		---
---		---

Axle Load Kips	Axle Load x L.S.F. Kips	Stress P.S.I.	Stress Ratio Stress P.S.I. / M.R.	Allowable Repetitions No.	Estimated Repetitions No.	Fatigue Resistance Used %
SINGLE AXLE LOADS						
35	45.5	380	0.72	1100	102	9
34	44.2	370	0.70	2000	193	10
32	41.6	355	0.68	3500	193	6
30	39.0	340	0.65	8,000	100	1
28	36.4	325	0.62	18,000	100	--
26	33.8	305	0.58	57,000	201	--
24	31.2	285	0.54	180,000	3866	2
22	28.6	265	0.50	- - - -	20,383	--
20	26.0	---	----	- - - -	- - -	--
18	23.4	---	----	- - - -	- - -	--
TANDEM AXLE LOADS						
50	65.0	350	0.67	4,500	1023	23
48	62.4	340	0.65	8,000	1,023	13
46	59.8	330	0.63	14,000	1,703	12
44	57.2	320	0.61	24,000	2,785	12
42	54.6	305	0.58	57,000	5,562	10
40	52.0	290	0.55	130,000	5,923	5
38	49.4	280	0.53	240,000	27,812	12
36	46.8	265	0.50	- - - -	- - -	--
34	44.2	---	- -	- - - -	- - -	--
32	41.6	---	- -	- - -	- - -	--
30	39.0	---	- -	- - - -	- - -	--
28	36.4	---	- -	- - - -	- - -	--

Total % Fatigue Used 115

SECTION S. E. Foster Road - S. E. Causey Ave. HIGHWAY East Portland Freeway
COUNTY Multnomah & Clackamas DATE 9-28-71

Axle Load Kips	80% 2 Axle TADT = 1571		80% 3 Axle TADT = 726		80% 4 Axle TADT = 166		80% 5 Axle TADT = 1135		80% 6 Axle TADT = 7		Total 20-Year Repetitions
	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	Const.	Rep.	
SINGLE AXLE											
35							0.09	102			102
34							0.17	193			193
32							0.17	193	—	—	193
30							—	—	14.3	100	100
28							—	—	14.3	100	100
26	—	—			—	—	—	—	28.7	201	201
24	1.75	2,749	—	—	3.72	618	0.44	499	—	—	3,866
22	5.91	9,285	3.10	2,251	9.20	1,527	6.28	7,128	27.4	192	20,383
20	40.4	63,468	86.9	63,089	202	33,532	419	475,565	60.4	423	636,077
18	128	201,088	334	242,484	611	101,426	2060	2,338,100	349	2,443	2,885,541
TANDEM AXLE											
50			0.55	399			0.55	624			1,023
48			0.55	399			0.55	624			1,023
46			—	—			1.50	1,703			1,703
44			1.10	799			1.75	1,986			2,785
42			1.72	1,249	—	—	3.80	4,313			5,562
40			1.72	1,249	5.66	940	3.29	3,734	—	—	5,923
38			0.62	450	9.09	1,509	22.6	25,651	28.8	202	27,812
36			13.8	10,019	12.1	2,009	78.3	88,871	61.4	430	101,329
34			62.7	45,520	35.4	5,876	262	297,370	62.9	440	349,206
32			136	98,736	145	24,070	576	653,760	272	1,904	778,470
30			61.7	44,794	164	27,224	292	331,420	462	3,234	406,672
28			61.7	44,794	164	27,224	292	331,420	462	3,234	406,672
26			61.7	44,794	164	27,224	292	331,420	462	3,234	406,672

SECTION: S. E. Foster Road -- S. E. Causey Ave.

HIGHWAY: East Portland Freeway

COUNTY: Multnomah & Clackamas

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See attached sheet.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: P.C.C. and A.C.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration for this project.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: Not a consideration for this project.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not applicable.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

A cost comparison has been made for comparable strength A.C. and P.C.C. sections, see Page 7. P.C.C. has been selected as the result of this economic comparison.

Economic Comparisons of Pavement Types
with all Factors Used and 5% Compound Interest

_ S. E. Foster Road - S. E. Causey Ave.

_ East Portland Freeway Multnomah & Clackamas Counties

(25 Year Comparison Period)

		Cost per 3-lane mile ~~w/shoulders~~
PORTLAND CEMENT CONCRETE PAVEMENT		
Initial Cost		$ 228,634
*Maintenance for 25 years	$ 343 (14.094)	4,834
Present Worth Cost		$ 233,468
ASPHALT CONCRETE PAVEMENT		
Initial Cost		$ 219,248
Resurfacing 3.0" at 12 Years	$ 37,474	
Engineering	$ 37,474 (0.20)	7,495
Supplemental Work		----
Traffic Delay		----
	$ 44,969	
The present worth of resurfacing is	$44,969 (0.5568)	$ 25,039
*Maintenance for 25 years	$ 2525 (14.094)	$ 35,587
Subtotal		$ 60,626
**Less Salvage ---		----
Present Worth Cost		$ 279,874
SAVINGS PER 3 LANE MILE USING C.R.P.C.C.		$ 46,406

*Maintenance costs for all sections are for Travel Lanes only.

**For purposes of this comparison, the original AC pavement is expected to require resurfacing in 12 years, for a total service period of 25 years.

RECEIVED
SEP 29 71
FOR FM UNIT
UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON Phone 378-6511 97310

7748

September 28, 1971

Portland Traction Company
1800 S.E. Water Avenue
Portland, Oregon 97214

ATTENTION: Mr. F. V. Schlaf

Re: Johnson Creek Outfall Sewer
S.E. Foster Road-S.E. Causey Avenue
Section
East Portland Freeway
Clackamas County
Your File: A

Gentlemen:

Herewith you will find six prints of our Drawing No. 9B-9-10, on which is shown a proposed encroachment on your property of the 72-inch outfall sewer which is necessary to drain the proposed freeway into Johnson Creek.

You will note the storm sewer will cross your tracks at Railroad Station 508+00 and will encroach longitudinally for a distance of approximately 500-feet along the southerly portion of your right of way. Your attention is also called to the fact that we are requesting a temporary easement only between Railroad Stations 459+70 and 502+60 which is intended to accommodate our contractor during the installation of the storm sewer. Your property throughout the entire area of our encroachment will be restored to its present condition upon completion of our work. Additional details will be submitted to you as soon as they are available.

Please advise if this plan meets with your approval at an early date, so that we may complete our preparation of plans. Bids for this project are to be opened on February 24, 1972.

Very truly yours,

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure

cc: F. B. Klaboe
F. L. Hall
R. L. Schroeder
Jack Hesla

RECEIVED
SEP 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

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UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

7748

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

August 18, 1971

Portland Traction Company
1800 S. E. Water Avenue
Portland, Oregon 97214

Re: Proposed Railroad Cross Section
S.E. Foster-S.E. Causey Avenue Section
East Portland Freeway
Clackamas County

ATTENTION: Mr. F. V. Schlaf

Gentlemen:

The construction of the above captioned section of I-205 will require an overcrossing structure to be built over your tracks and right of way.

As a portion of our construction, we find it desirable to construct a sidewalk parallel to your tracks as shown on the attached sketch. You will note the sidewalk will be separated from the operating right of way by a 6-inch chain link fence and that a culvert will be placed in the ditch line to handle your drainage.

Please examine this proposal and advise if this will be acceptable to your operation.

Bids for this project are to be opened on February 24, 1972, and we would appreciate your prompt reply so that any changes you wish may be incorporated into the final construction plans.

Very truly yours,

F. D. Morgan
Construction Engineer

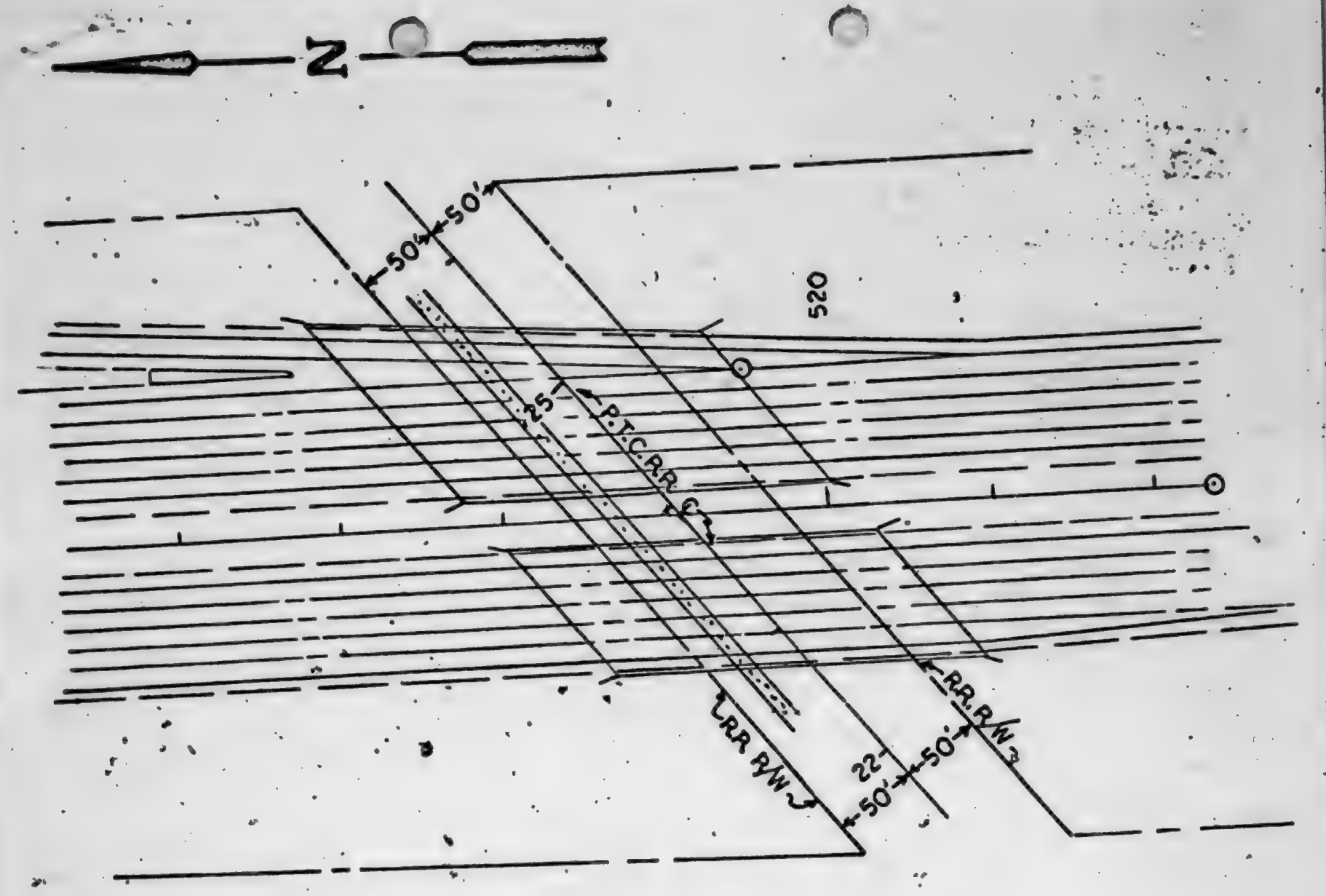
By ORIGINAL SIGNED BY
T. W. LITCHFIELD

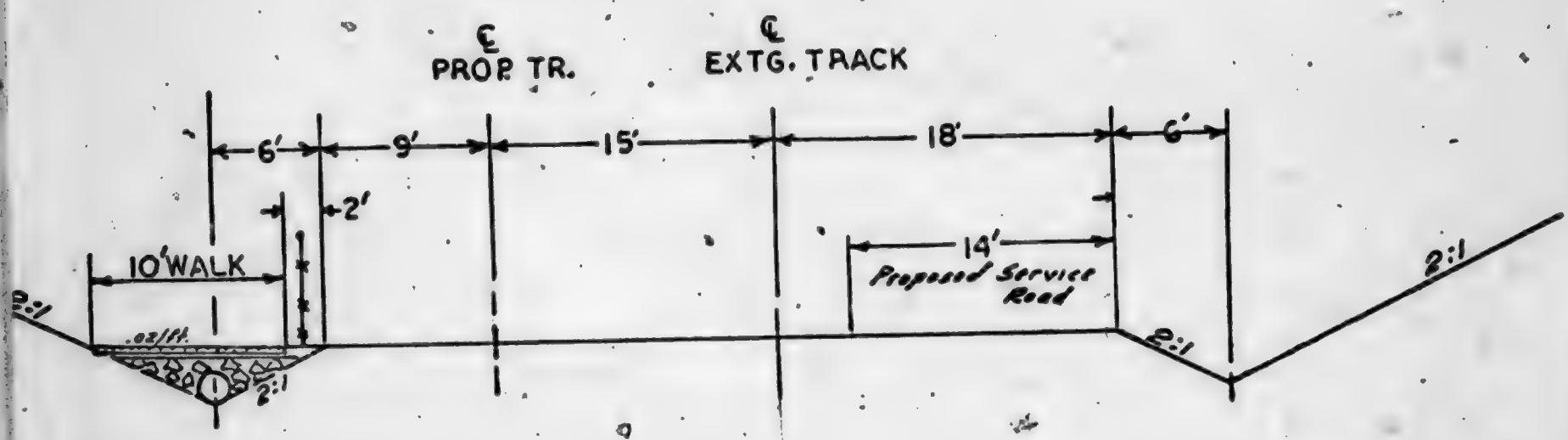
T. W. Litchfield
Railroad and Utility Engineer

TWL:dl

cc: F. B. Klaboe
F. L. Hall
R. L. Schroeder
Jack Hesla

RECEIVED
AUG 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER





CONST. CONC. SIDEWALK
INST. 18" C.M.P.
INST. 6' CH. LK. FENCE

OREGON STATE HIGHWAY DIVISION
METROPOLITAN SECTION

TYPICAL SECTION
P.T.C.R.R. CROSSING
EAST PORTLAND FWY

METRO ENGR. R. G. SCHROEDER DATE 8/10/26
SCALE 1"=100'-1"=10' BY G.D.S.

7749 Ward Road-Polk Co. Line Section, 1972
of FAS 209, N. of Corvallis
(Grading & paving)

C&A 4469 - 4/25/72

fas 209 Benton Co

S-519(3)
Contract 7749

Robert W. Straub

April 10, 1975

Mr. James Blair
County Engineer
Benton County
Courthouse
360 S. W. Avery
Corvallis, Oregon 97330

Re: Ward Road-Polk County Line Section
FAS 209
Benton County

Dear Mr. Blair:

Two copies of the itemized statement of the final costs for the subject project are enclosed.

We have transferred the County's matching funds from Benton County federal funds to State Highway funds as requested.

Very truly yours,

Robert H. Prange
Rural Engineer
County-City Unit

RR;scr

Enclosure

☑ ENGR. ☐ ASST. ☑ OE ☑ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE: March 21, 1975

County Benton Contract No. 7749 Date Completed 9/29/72

FAS 209 Section Ward Road-Polk County Line

PAYMENTS TO CONTRACTOR

ITEM	TOTAL COST
Payment to Contractor (Federal Part)	$337,653.64
Engineering " "	43,988.11
TOTAL (Federal Part)	$381,641.75
Payment to Contractor (Non-Part)	$ 255.00
TOTAL (Non-Part)	$ 255.00

TOTAL COST OF PROJECT $381,896.75
Federal Funds Collected $241,939.18

Per agreement County share of construction costs is:

½(381,644.75 - 241,939.18) + 255.00 = 69,851.29 + 255.00 =
$70,106.29*

Per agreement, $312,045.47 (total Federal Funds and County's Share of Construction) will be deducted from Benton County's Federal Aid funds.

* Per agreement dated September 8, 1971, county's share of construction costs are to be transferred from their Federal Funds to State Highway Funds.

Reference: Billing Form_____

FAS 209
Benton

SALEM, OREGON

March 21, 1975

Mr. Richard Hacek
Finance Section

Robert H. Prange
Rural Engineer
County & City Unit

Ward Road-Polk County Line Section
FAS 209
Benton County
Project No. S-519(3)
Prefix: 502-1075-297

The amount of the county's share of construction costs for this project is to be transferred from county federal funds to state highway funds. See agreement dated ~~September 8, 1971.~~ 4-19-72

By this letter we are requesting that this account be closed.

HR:ljt

☑ ENGR. ☐ ASST. ☑ OE ☐ AE ☐ UE
☐ UPE ☐ CE ☑ RE ☑ RPE ☐

fas 209
Benton

SALEM, OREGON

March 21, 1975

Mr. Virgil Boyd
Project Management Section

Robert H. Prange
Rural Program Engineer
County & City Unit

Ward Road-Polk County Line Section
FAS 209
Benton County

Would you please transfer $70,106.29 from County Secondary Federal funds to State Highway Funds. This is Benton County's share of construction costs for the Ward Road-Polk County Line Section. This is in accordance with the agreement between the State and County dated ~~September 8, 1971~~ for this project.

4-19-72

HR:ljt

☑ ENGR. ☐ ASST. ☐ OE ☐ AE ■ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

FAS-C
Benton Co

Benton County Public Works Department
360 S.W. Avery Avenue
Telephone 753-7345
Corvallis, Oregon 97330

March 5, 1975

Robert H. Prange
Rural Engineer
County - City Unit
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: F.A.S. Funds

Dear Bob:

In reviewing the status report on F.A.S. Funds, I find that the figure of $314,581 is still an estimated figure. I am not aware of what the actual cost of the project was and would like to know if the actual construction costs were less than the estimated cost. If so, it seems that Benton County may be entitled to more Federal Aid Secondary Funds.

I would also like to find out if some of the Federal Funds that were impounded and which are now being released were originally withheld from Federal Aid Secondary Funds. If they were withheld it would seem to me that the Counties should have some claim on the funds now being released. If this is the case, please let me know. I have several hundred thousand dollars worth of Federal Aid Secondary Projects which could be out for contract before June 30th.

I also have an inquiry as to why the Federal Aid Secondary allocations for Fiscal 1976 is less than the 1975 allocation. I hope you can answer some of the above questions and I will be awaiting your reply.

Sincerely,

James E. Blair
Director of Public Works

JEB:cp

RECEIVED
COUNTY & CITY SECTION
MAR - 7 1975
☑ ENGR. ☐ COOR. ☑ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE

Called Jim about these questions - 3/13/75 RHP

ION	CONT NO 6852 * FA PROJ NOS ER 124002 100								STATE	
	502	1071	296	00	0			2,198.10CR	68	68
	502	1071	297	00	0			2,198.10	68	68
			TOT	00						
			** JOB TOTALS **			**	**		**	
FAS209	CONT NO 7749 * FA PROJ NOS S 519003 100								STATE	
	502	1075	201	00	P 1			337,653.64	72	73
	502	1075	201	00	N 1			255.00	72	72
	502	1075	296	00	N 9			241,939.18CR	72	73
	502	1075	298	00	N 9			241,939.18	72	73
	502	1075	900	00	P 1			42,993.27	72	73
	502	1075	900	00	N 1			994.84	72	74
			TOT		P1			380,646.91		
			TOT		N1			1,249.84		
			** JOB TOTALS **			**	**	381,896.75	**	
	CONT NO		FA PROJ NOS ER 262001 100						STATE	
	502	1077	900	00	N 1	27.73CR			74	75
			TOT		N1	27.73CR				
			** JOB TOTALS **			27.73CR**	**		**	
	CONT NO	* FA PROJ NOS							STATE	
	503	1013	296	00	P 1			13,985.59CR	73	73

Ward Rd. Polk Co Line

STATE COPY

FORM PR-33C (REV. 9-68) cc: OSHD (A E Johnson)
Region
Wash DC
7749

3-27-73

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER 1954 SECONDARY ROAD PLAN

(PPMs 20-5 and 20-6.1)

INSTRUCTIONS - Submit original and 3 copies to the Public Roads Division Office

NOTICE OF COMPLETION AND ACCEPTANCE BY STATE HIGHWAY DEPARTMENT

STATE: Oregon	REGION NO.: 10
SIGNATURE: R. D. [signature]	COUNTY: Benton
TITLE: Office Engineer	PROJECT NO.: S-519(3)
BUREAU OF PUBLIC ROADS INSPECTION MADE BY: P. V. Riedl, Area Engr & G. S. Hughes, Hwy Engr Trainee	DATE OF INSPECTION: February 23, 1973
IN COMPANY WITH: Telephone contact to Dick Nelson, Res Engr & Jim Wilson, Asst Materials Engr	
CONTRACTOR'S NAME: Corvallis Sand & Gravel Co.	CONTRACT AMOUNT: $ 342,955.00

DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Grade, Drain High Type Pavement,
2-12' Lanes, 4' Shoulders

COPY SENT

MAR 27 1973

REGIONAL OFFICE

IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 32 feet)

TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	STRUCTURES OVER 20-FOOT SPAN: TYPE CODE NUMBER	STRUCTURES OVER 20-FOOT SPAN: NET LENGTH (Miles)
6203	2,138	32		

U. S. COURIER

3-28-73 Cy Conkle Young

REMARKS: *The project has been completed in apparent conformity with the state standards and procedures approved in accordance with the 1954 secondary road plan.*

WARD ROAD-POLK COUNTY LINE
FAS 209-Benton County

This project provided for construction of roadbed grading, lime-treated subgrade, plant-mix bituminous base, asphalt concrete pavement and aggregate shoulders on 16 miles of FAS 209 in Benton County.

The contract, awarded on June 2, 1972, provided 115 calendar work days of which 98 calendar work days were used. The project was satisfactorily completed on September 29, 1972.

The final contract amount was $342,955 which underran the contract authorization of ~~$393,226.43~~ by 12.8%.

A copy of the State's material certificate is attached to the Division office copy of this report. Benton County accepted maintenance responsibilities for the project on October 1, 1972.

MAR 28 '73

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: for P. V. Riedl /s/ Gary S. Hughes		SIGNATURE: Vernon V. Cusack — Original Signed By VERNON V. CUSACK Acting Division Engineer	
TITLE: Area Engineer	DATE: 3/22/73	TITLE: Acting Division Engineer	MAR 27 1973

PREVIOUS EDITIONS MAY BE USED UNTIL SUPPLY IS EXHAUSTED

RECEIVED
NOV 22 1972
FOR FILING

7749

November 22, 1972

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen

A post-final payment for $682.86 will be made to Corvallis Sand & Gravel Company on Contract No. 7749 for work on the Ward Road-Polk County Line Section of FAS 209 in Benton County as soon as the warrant is prepared.

The total amount paid on this contract will be $337,908.64 including the post-final payment. Of the total, $3,015.40 is for force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Corvallis Sand & Gravel Company
P. O. Box 987
Corvallis, Oregon 97330

bc C. T. Keasey
Walt Hart
V E. Skoog
Attn W. L. Monner
J. B. Boyd

RECEIVED
NOV 1 1972
FOR FILING

7749

November 13, 1972

United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

On November 10, 1972, we wrote to you concerning release of final payment on Contract No. 7749 awarded to Corvallis Sand and Gravel Co., for work on the Ward Road-Polk County Line Section of FAS 209 in Benton County.

Final payment on this contract is $16,728.56 and the total contract amount is $337,225.78 including $2,332.54 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc Corvallis Sand and Gravel Co.
P. O. Box 987
Corvallis, Oregon 97330

C. T. Keasey
Walt Hart
W. E. Skoog
Attn: W. L. Monner
J. B. Boyd

RECEIVED

FOR FILING

OREGON STATE HIGHWAY DIVISION

7749

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE November 8, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7749 **Work Completed** September 29, 1972

Project Ward Road-Polk County Line

Highway FAS-209 **County** Benton

Type of Work Grading and Paving

Contractor Corvallis Sand & Gravel Co.

Recommended Acceptance Date November 6, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

VG:bb

cc: C. W. Head
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7749

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Ward Road-Polk Co. Line		WEEK ENDING: October 7, 1972
		SECTION PREFIX: 502-1075
HIGHWAY: FAS 209		COUNTY: Benton
NAME OF JOB: Ward Road-Polk County Line	KIND OF WORK: Grading and Paving	
CONTRACTOR: Corvallis Sand and Gravel Co.	CONTRACT NUMBER: 7749	FEDERAL AID PROJECT NUMBER: S-519(3)
DATE OF CONTRACT: June 2, 1972	DATE WORK STARTED: June 30, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS: work	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 115	CALENDAR DAYS USED: work 98
PROJECT AUTHORIZATION: $ 393,226.43	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 85
EXCLUSIVE OF ENGINEERING: $ 362,045	ENGINEERING AUTHORIZATION: $ 31,180.95	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 337,900	ENGINEERING COST TO DATE: $ 40,600	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 94
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 6 %	PERCENT OF AUTHORIZATION 130 %	DATE PROJECT WAS COMPLETED: September 29, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	~~BASE~~ Lime	~~SURFACING~~ PAVE.	MAT'L. PROD.	Lime Treated Subgrade	
100	100	100	100	100	0		

	GRADING	SURFACING	MAINTENANCE MATERIALS	~~OIL MAT'L~~ MACADAM	PAVING
MILES IN PROJECT	2.14	2.14		2.14	2.14
MILES PARTIALLY COMPLETED	2.14	2.14		2.14	2.14
MILES COMPLETED	2.14	2.14		2.14	2.14
TOTAL ESTIMATED QUANTITIES (CONTRACT)	39,500 cy	2,070 cy		44,200sq.yd.	22,100 ton
TOTAL QUANTITIES CORRECTED TO DATE	33,557 cy	2,318 cy		39,911sq.yd.	19,630 ton
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	33,557 cy	2,318 cy		39,911sq.yd.	19,630 ton
AVERAGE DAILY QUANTITIES	0	0		0	0
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	0	0		0	0
NUMBER OF SHIFTS PER DAY	0	0		0	0
HOURS PER SHIFT	0	0		0	0

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Fair			
MONDAY	Fair			
TUESDAY	Fair			*** FINAL REPORT ***
WEDNESDAY	Fair			
THURSDAY	Fair			
FRIDAY	Fair			
SATURDAY	Fair (est.)			

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	No activity on project.
MONDAY	No activity on project.
TUESDAY	No activity on project.
WEDNESDAY	No activity on project.
THURSDAY	No activity on project.
FRIDAY	No activity on project.
SATURDAY	No activity on project.

REMARKS

Project completed September 29, 1972. Semi Final submitted October 2, 1972. Payrolls, extra work bills, etc. to be submitted on supplemental estimate when received from contractor.

SIGNED Richard E. Nelson LOCATION Corvallis

Richard E. Nelson, Asst. Res. Engr.

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP•F216

RECEIVED
OCT 10 1972
FOR FILING

7749

502-1075

REGION 2 ENGINEER
RECEIVED
OCT 6 1972
RE | RCE | RME | RTE | RUE
ULE | GEO | TA | FILE

Contract 7749

BENTON COUNTY ROAD DEPARTMENT
360 S. W. AVERY AVENUE
TELEPHONE 753-7345
CORVALLIS, OREGON 97330

October 2, 1972

Oregon State Highway Department
3700 S.W. Philomath Blvd.
Corvallis, OR 97330

Attention: Mr. L.L. MacIntyre

An inspection was made by the Benton County Commissioners and the Benton County Engineer on Friday September 29, 1972, of the Maxfield Creek F.A.S. 209-3 Project.

The improvements made conform to or exceed Benton County Standards; therefore, the County is willing to accept the above project from the Oregon State Highway Department for all future maintance and repairs as of October 1, 1972.

Stanley S. Thompson
Chairman

Melvin A. Hawthorne
Commissioner

Commissioner

Thad T. Peterson
Benton County Engineer

CC: Construction
Programing
County Clerk
Secretary ✓
FHWA

NOTED
C. W. HEAD

RECEIVED
JUL 12 1972

FOR FILING

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

7-12-72

FROM: G. L. GREEN, ACTING DIVISION ENGINEER, SALEM, OREGON	PROGRAM NO.	FEDERAL AID PROJECT NO. S-519(3)
	ITEM NO. S-1087	STATE PROJECT NO. WARD ROAD-POLK COUNTY LINE
		COUNTY NAME BENTON
		PROGRAM STAGE (Check) [ ] 1. [X] 2.

TO:

7147

MR. G. M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	APRIL 26, 1972	SECONDARY ROUTE #209
		STATE ROUTE NUMBER COUNTY ROAD

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:

TO ADD TO OUR PROGRAM AUTHORIZATION MEMORANDUM OF 4-26-72 ONE ON THE JOB TRAINEE IN AMOUNT OF $800.00

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

- [X] OTHER (Specify)

ON THE JOB TRAINING $800.00

REMARKS

7-18-72

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
7-12-72		ACTING DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

7749

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
6-89		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Benton
	6-23-72	PROJECT NO. S-519(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. 2.7 mi. E. of Kings Valley, N.E. 2.13 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-26-72	2.138
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 393,090	$ 249,848

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. L. Peterson

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
Acting (Division Engineer)

G. L. Green

Date executed by Division Engineer JUN 23 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right of way of this project by utilities or provide lines, it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

June 20, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

BY

L. H. Young
Programing Engineer

SUBJECT Project No. S-519(3)
Ward Road-Polk Co. Line

We are forwarding four copies each of project agreement estimate and project agreement for the above-listed project. Two copies of the project agreement have been signed by a Highway official.

In compliance with Mr. Whitton's Circular Memorandum, May 25, 1964, Subject: "Consideration of the overall interests of the public in the Federal-aid highway programs for the protection or improvement of parks and other outdoor recreational and historical resources", there have been no objections or suggestions made regarding this project.

The specifications and proposal contain certifications conforming to Mr. J. M. O'Connor's memorandum of February 23, 1968, in regard to nonsegregated facilities.

Enclosure

CL:js

Oregon State Highway Division

Federal-Aid
Project No. S-519(3)

WARD ROAD-POLK COUNTY LINE SECTION

FAS 209 IN BENTON COUNTY

Salem, Oregon, June 20, 1972

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 140+00 to Sta. 252+59.62)

Temporary Protection and Direction of Traffic	All Required		$ 7,500.00
Clearing and Grubbing	All Required		5,500.00
Removal of Structures and Obstructions	All Required		2,500.00
Ditch Excavation	190 cu.yd.	4.00	760.00
General Excavation	39,500 cu.yd.	0.79	31,205.00
Overhaul	3,100 c-yd. sta.	0.35	1,085.00
Trench Excavation	1,400 cu.yd.	4.50	6,300.00
Finishing Roadbed and Slopes	All Required		5,000.00
Watering	450 M-gal.	4.00	1,800.00
Bituminous Base Mixture	14,700 ton	6.40	94,080.00
Asphalt in Bituminous Base Mixture	800 ton	37.00	29,600.00
Aggregate Shoulders	2,070 cu.yd.	5.00	10,350.00
Lime Treated Subgrade	44,200 sq.yd.	0.35	15,470.00
Lime for Treated Subgrade	500 ton	38.00	19,000.00
Class "B" Asphalt Concrete Mixture	7,400 ton	6.40	47,360.00
Asphalt Cement in Mixture	480 ton	37.00	17,760.00
Drainage Structure, Sta. 149+00	65 lin.ft.	59.00	3,835.00
12-inch Culvert Pipe	1,140 lin.ft.	3.75	4,275.00
18-inch Culvert Pipe	190 lin.ft.	5.50	1,045.00
24-inch Culvert Pipe	60 lin.ft.	7.25	435.00
36-inch Culvert Pipe	40 lin.ft.	11.00	440.00
48-inch Arch Type Culvert Pipe	190 lin.ft.	20.00	3,800.00
60-inch Arch Type Culvert Pipe	60 lin.ft.	25.00	1,500.00
6-inch Drain Pipe	1,160 lin.ft.	3.25	3,770.00
8-inch Drain Pipe	2,900 lin.ft.	3.50	10,150.00
Special Filter Material in Drains	520 cu.yd.	8.50	4,420.00
Extra for Asphalt Approaches	28 only	50.00	1,400.00
Loose Riprap, Class 700	1,090 cu.yd.	8.50	9,265.00
Guide Posts	100 only	12.50	1,250.00
Roadside Seeding and Mulching	6 acre	330.00	1,980.00
			$342,835.00

Flagging (60% of Contractor's Cost)	All Required	$ 1,000.00
Slide Correction	All Required	2,000.00
Temporary Erosion Control	All Required	500.00
		$ 3,500.00
	Subtotal	$346,335.00
	Engr. & Cont.	46,755.00
	Total	$393,090.00

Length of Project - - - - - 2.138 miles
Cost of Roadway per mile- - $183,858.75

Federal Funds -	$249,848.00
State Funds -	71,621.00
County Funds -	71,621.00
Total	$393,090.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 502-1075

Contract No. 7749

Group 1 - 100%

WARD ROAD-POLK COUNTY LINE

S-519(3)

Nonparticipating State Work

Setting Mail Box Posts	6 only	20.00	$	120.00

RECEIVED
JUN 26 1972
FOR FILING

7749

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 26, 1972

TO Glen L. Green, Acting
~~By E. Simonsen~~
Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. S-519(3)

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Notification: Contract Work Started**

Contract 7749 **Work Started** June 23, 1972

Project Ward Road-Polk County Line

Highway FAS-209

County Benton

VG:kds

OREGON STATE HIGHWAY DIVISION

RECEIVED
COUNTY & CITY SECTION
JUN 2 1972
ENGR. CO.JR. JE AE UE
UPE CE RE RPE

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 30, 1972

Board of Commissioners
Benton County Courthouse
Corvallis, Oregon 97330

Attn: Hon. S. A. Thompson
Chairman

Gentlemen:

On May 25, 1972, a satisfactory bid was received from the Corvallis Sand and Gravel Company, Corvallis, Oregon 97330 for the Ward Road-Polk County Line Section of FAS 209. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$342,955.00
Flagging	1,000.00
Slide Correction	2,000.00
Erosion Control	500.00
13½% Engineering & Contingencies	46,771.43
Estimated Total Cost	$393,226.43

County Advance Deposit:

20% of $393,226.43 = $78,645.29, or say $78,600.00.

This advance deposit in the amount of $78,600.00 shall, at the request of the Board of Commissioners, be made up of monies transferred from Benton County FAS funds to Oregon State Highway funds.

Before we can award the contract for this project, we must have assurance that the right-of-way is clear.

Please indicate your approval of this transfer of funds by placing your signatures in the space provided below, and return one signed copy to this office.

APPROVED June 1 1972
BOARD OF COMMISSIONERS OF Benton COUNTY
BY Stanley A. Thompson
COMMISSIONER
Melvin L Hawkins
COMMISSIONER
COMMISSIONER

Very truly yours,

George M. Baldwin
Administrator of Highways

By
For H. S. Cox
County and City Engineer

HR:ljt

WARD ROAD-POLK COUNTY LINE SECTION

FAS 209

BENTON COUNTY

FAP No. S-519(3)
2.14 Miles Grading and Paving

Bids Received May 25, 1972

1.	Temporary Protection and Direction of Traffic	All Specified		$	4,500.00
2.	Clearing and Grubbing	All Specified			23,800.00
3.	Removal of Structures and Obstructions	All Specified			3,600.00
4.	Ditch Excavation	190 cu.yds.	4.00		760.00
5.	General Excavation	39,500 cu.yds.	0.80		31,600.00
6.	Overhaul	3,100 C-yd.Stas.	0.40		1,240.00
7.	Trench Excavation	1,400 cu.yds.	5.00		7,000.00
8.	Finishing Roadbed and Slopes	All Specified			3,500.00
9.	Watering	450 M-gals.	4.00		1,800.00
10.	Bituminous Base Mixture	14,700 tons	8.00		117,600.00
11.	Asphalt in Bituminous Base Mixture	800 tons	38.00		30,400.00
12.	Aggregate Shoulders	2,070 cu.yds.	6.00		12,420.00
13.	Lime Treated Subgrade	44,200 sq.yds.	0.40		17,680.00
14.	Lime for Treated Subgrade	500 tons	35.00		17,500.00
15.	Class B Asphalt Concrete Mixture	7,400 tons	8.00		59,200.00
16.	Asphalt Cement in Mixture	480 tons	38.00		18,240.00
17.	Drainage Structure, Sta. 149+00	65 lin.ft.	60.00		3,900.00
18.	12-inch Culvert Pipe	1,140 lin.ft.	4.40		5,016.00
19.	18-inch Culvert Pipe	190 lin.ft.	6.50		1,235.00
20.	24-inch Culvert Pipe	60 lin.ft.	9.00		540.00
21.	36-inch Culvert Pipe	40 lin.ft.	16.00		640.00
22.	48-inch Arch Type Culvert Pipe	190 lin.ft.	27.00		5,130.00
23.	60-inch Arch Type Culvert Pipe	60 lin.ft.	48.00		2,880.00
24.	6-inch Drain Pipe	1,160 lin.ft.	2.75		3,190.00
25.	8-inch Drain Pipe	2,900 lin.ft.	3.30		9,570.00
26.	Special Filter Material in Drains	520 cu.yds.	10.00		5,200.00
27.	Extra for Asphalt Approaches	28 only	50.00		1,400.00
28.	Loose Riprap, Class 700	1,090 cu.yds.	8.50		9,265.00
29.	Guide Posts	100 only	8.50		850.00
30.	Roadside Seeding and Mulching	6 acres	475.00		2,850.00
31.	Setting Mailbox Posts	6 only	25.00		150.00
		For Comparison of Bids		$	402,656.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$402,656.00
Anticipated Additional Items:		
Flagging (State Share)	1,000.00	
Slide Correction	2,000.00	
Temporary Erosion Control	500.00	
		3,500.00
		$406,156.00
Engr. & Cont. (13 1/2%)		54,831.06
Estimated Net Authorization, Constr.		$460,987.06

SAFECO INSURANCE COMPANIES
GENERAL INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105

BID RESULTS

PROJECT NO. #1

Ward Rd.-Polk County Line Section
FAS 209, BENTON COUNTY

OWNER: Oregon State Highway Department

DATE: May 25, 1972 PAGE: 1 of 2

1. Corvallis Sand & Gravel, Corvallis
2. Page Pav. & Salem
3. Salem Adv Driveway Co.
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____
11. _____
12. _____
13. Morris Bros Inc 462,057.50
14. [illegible] 428,297.50

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Temp. Prot. & Direction of Traffic	1	7500	10,000	5500
	L.S.	Clearing and Grubbing	2	5500	5500	20,000
	L.S.	Removal of Struc. & Obstructions	3	2500	2500	5500
190	C.Y.	Ditch Exc.	4	[illegible]	4	3.50
39,500	C.Y.	General Excavation	5	79	79	1.06
3,100	Stas. C-yd.	Overhaul	6	35	35	20
1,400	C.Y.	Trench Excavation	7	4.37	4.50	4.50
	L.S.	Finishing Roadbed & Slopes	8	5000	5000	5500
450	M-gals.	Watering	9	4	5	6.50
14,700	Tons	Bit. Base Mixture	10	6.40	8.20	7.40
800	Tons	Asph. in Bituminous Base Mixture	11	37	35	37.50
2,070	C.Y.	Aggregate Shoulders	12	5	7	5.65
44,200	S.Y.	Lime Treated Subgrade	13	35	35	50
500	Tons	Lime for Treated Subgrade	14	35	45	48
7,400	Tons	Cl. B Asph. Conc. Mixture	15	6.40	8.50	7.40
480	Tons	Asphalt Cement in Mixture	16	37	35	37.50
65	L.F.	Drainage Structure, Sta. 149+00	17	57	59	90
1,140	L.F.	12-inch Culvert Pipe	18	3.75	3.75	5.80
190	L.F.	18-inch Culvert Pipe	19	4.50	5.50	9

S-403 R11 6/71

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SAFECO INSURANCE COMPANIES
GENERAL INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105

BID RESULTS

PROJECT NO. #1

Ward Rd.-Polk County Line Section
FAS 209, BENTON COUNTY

OWNER: Oregon State Highway Department

DATE: May 25, 1972 PAGE: 2 of 2

1. _____ 8. _____
2. _____ 9. _____
3. _____ 10. _____
4. _____ 11. _____
5. _____ 12. _____
6. _____ 13. _____
7. _____ 14. _____

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
60	L.F.	24-inch Culv. Pipe	20	7 20	7 25	15 50
40	L.F.	36-inch Culvert Pipe	21	11	11	23
190	L.F.	48-inch Arch Type Culv. Pipe	22	20	20	33
60	L.F.	60-inch Arch Type Culv. Pipe	23	25	25	39
1,160	L.F.	6-inch Drain Pipe	24	3 20	3 25	5
2,900	L.F.	8-inch Drain Pipe	25	3 50	3 50	2 75
520	C.Y.	Special Filter Material in Drains	26	5 [illegible]	6 50	9 40
28	Only	Extra for Asph. Approaches	27	50	75	35
1,090	C.Y.	Loose Riprap, Class 700	28	8 50	8 50	13
100	Only	Guide Posts	29	12 50	9	13
6	Acres	Roadside Seeding & Mulching	30	330	450	400
6	Only	Setting Mailbox Posts	31	20	30	35
				342,955		420,414 50
					394,115	

342,955
3,500
346,455
971.14
346,455
346,455
346,455

Form 8-912X 5M Sets 8-58

OREGON STATE HIGHWAY DEPARTMENT

JOB NUMBER 01

Summary of Bids Received and Construction Authorization

Project ARD ROAD-POLK COUNTY LINE SECTION

Highway FAS 209

County BENTON

F. A. Project No. S 519003

Engineer's Estimate 402,656.00

Date Bids Received 05/25/72

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	CORVALLIS SAND AND GRAVEL CO CORVALLIS 97330	342,955.00
02	PAGE PAVING CO SALEM 97308	394,115.00
03	SALEM ROAD & DRIVEWAY CO SALEM	420,414.50
04	E W ELDRIDGE, INC SANDY 97055	428,297.50
05	MORSE BROS INC LEBANON	462,057.50

CONSTRUCTION AUTHORIZATION

Contract amount . . . . . $ 342,955.00

Additional anticipated items:

FLAGGING (STATE SHARE)	1,000.00
SLIDE CORRECTION	2,000.00
TEMPORARY EROSION CONTROL	500.00

ENGINEER'S RECOMMENDATION

State Highway Engineer

	NAME AND ADDRESS OF BIDDER	AMOUNT OF BID
01	CORVALLIS SAND AND GRAVEL CO CORVALLIS 97330	342,955.00
02	PAGE PAVING CO SALEM 97308	394,115.00
03	SALEM ROAD & DRIVEWAY CO SALEM	420,414.50
04	E W ELDRIDGE, INC SANDY 97055	428,297.50
05	MORSE BROS INC LEBANON	462,057.50

CONSTRUCTION AUTHORIZATION

Contract amount	$	342,955.00
Additional anticipated items:		
FLAGGING (STATE SHARE)		1,000.00
SLIDE CORRECTION		2,000.00
TEMPORARY EROSION CONTROL		500.00
Subtotal	$	346,455.00
Contingencies and engineering (13½%)		46,771.43
Subtotal	$	393,226.43
Credit for maintenance rock		.00
Net construction authorization	$	393,226.43

ENGINEER'S RECOMMENDATION

Deputy State Highway Engineer

State Highway Engineer

District Engineer, B. P. R.

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DATE May 9, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT Footpaths and Bicycle Trails
May 25 Bid Letting

Bids will be taken May 25, 1972, on the following projects. To completely document our records, an explanation of plans concerning establishment of footpaths and bicycle trails as set forth in Oregon Laws 1971, Chapter 376, is shown for each project.

1. Garbage Dump Road-Jumpoff Joe Creek Section, Pacific Highway, Douglas and Josephine Counties
Guardrail, Sign, Safety Project.

   Footpaths or bicycle trails are not incorporated in this project as no new highway construction, reconstruction or relocation is involved.

2. Arlington, La Grande and Lime Section, Columbia River and Old Oregon Trail Highways, Gilliam, Union and Baker Counties
Pneumatic Applied Mortar Project.

   Same as Number 1.

3. Snake River (Adrian) Bridge Section, Succor Creek (Parma Spur) Highway, Malheur County
Grade, Pave, Structure Project.

   Footpaths and bicycle trails will not be established as part of this project as per ORS Chapter 366, Section 2, subsection 2(b) which states that

"Footpaths and trails are not required to be established...if...the cost of establishing such paths and trails would be excessively disproportionate to the need or probable use".

4. Unit "C" Portland City-Wide Traffic Signals, Various City Streets (6 Intersections), Multnomah County
Signals Project.

Same as Number 1.

5. Pacific Avenue-"B" Street (Forest Grove) Section, Washington County
Signals Project.

Same as Number 1.

6. Newmark Street-South City Limits (North Bend) Section, Broadway Street, Coos County
Grade, Pave Project.

Same as Number 8. Previously on April 4 meeting agenda.

7. N.E. 162nd Avenue-N.E. 191st Avenue Section, FAS 730 (N.E. Halsey Street), Multnomah County
Storm Sewer Project.

Same as Number 1.

8. Columbia River Highway-Old Portland Road Section, FAS 574 (Gable Road), Columbia County
Grade, Pave, Railroad Signals Project.

Footpaths and bicycle trails will not be established under this project as per ORS Chapter 366, Section 2, subsection 2(c) which states that "Footpaths and trails are not required to be established...where... other available ways or other factors indicated an absence of any need for such paths and trails".

9. Nehalem River (Clear Creek) Bridge Section, FAS 612, Columbia County
Grade, Pave, Structure Project.

Same as Number 3.

10. Ward Road-Polk County Line Section, FAS 209, Benton County
Grade, Pave Project.

Same as Number 8.

11. West Pendleton Interchange Section, FAS 470, Umatilla County
Grade, Pave, Sign, Roadside Improvement.

Same as Number 8.

12. Grand Ronde River (Clark Creek) Bridge Section, FAS 967, Union County
Structure Project.

Same as Number 3.

13. Drews Gap Summit-Five Corners Section, Klamath Falls-Lakeview Highway, Lake County
Paving Project.

Same as Number 1.

14. Seneca Section, John Day-Burns Highway, Grant and Harney Counties
Rock Production.

Same as Number 1.

15. Veneta (Fifth Street) Section, Lane County
Grade, Pave Project.

Same as Number 1.

16. Chiloquin (2nd Avenue) Section, Klamath County
Paving Project.

Same as Number 1.

17. Heppner (Gale Street) Section, Morrow County
Grade, Oil Mat Project.

Same as Number 1.

18. Island City ("O" Street) Section, Union County
Grade, Pave Project.

Same as Number 1.

19. S. E. Powell Boulevard at S. E. 148th Avenue Section, Mt. Hood Highway, Multnomah County Traffic Signals Project.

    Same as Number 1.

20. Mary S. Young State Park, Clackamas County Grade, Pave, Building Project.

    Footpaths and bicycle trails will be provided within the park.

These matters will be on the agenda for the May 16 meeting and your approval is requested.

cc: Floyd Query
George M. Baldwin
F. B. Klaboe
E. S. Hunter
R. L. Schroeder
A. E. Johnson
L. H. Young
R. E. Royer
V. D. Wolfe
F. L. Hall
C. G. Swenson
Gary Sund
Gary Ross

JDM:jp srb

TRANSACTION NUMBER 5-2 AND 5-3

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-26-72

BY (Signature): MR. YOUNG'S APRIL 20, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1087 THRU 1088

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1087	S-519(3)	2.13	470,000	298,700	WARD ROAD - POLK COUNTY LINE SECTION.	GRADE, DRAIN, HIGH TYPE PAVEMENT.
1088	EHS-S-279(4)	0.25	210,000	133,000	NEHALEM RIVER (CLEAR CREEK) BRIDGE SECTION.	GRADE, DRAIN, HIGH TYPE PAVEMENT, ONE BRIDGE.

5-1-72

Young

RECEIVED
MAY 1 - 1972
FOR FHWA

4-26-72

APR 2 7 1972
STATE HIGHWAY ENGINEER

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN.

IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
7-19-72		4-26-72	FOR DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

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MAY 25 1972
FOR FILING
7749

April 25, 1972

Board of County Commissioners
Benton County
Courthouse
Corvallis, Oregon 97330

MISC. CONTRACTS and
AGREEMENTS No. 4469

Attention: Fred W. Renstrom
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement concerning construction of the Ward Road-Polk County Line Section of Maxfield Creek Road.

We are retaining a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

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APR 24 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7749

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 20, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Program Data Submission**
Projects S-519(3) & EHS-S-279(4)

We are submitting program data for two Secondary Projects, Item Nos. 1087 and 1088, which we desire to have included in the Federal-aid Secondary Highway Program.

These projects have been selected by the State Highway Commission and local authorities in cooperation with each other as required by the Federal-aid Act.

It is our present intention to receive bids for these projects on May 25, 1972.

Enclosed are copies of State Clearinghouse approval for each project and District 4 and 2 Clearinghouse approvals for the respective project.

Location/Design approval considered granted for Item No. 1087 by the State Highway Division under the Secondary Road Plan prior to January 18, 1969, the effective date of current PPM 20-8. A copy of the April 11, 1972 Memo to Files to document this fact was previously submitted to FHWA.

Item No. 1088 qualifies as an "EHS" project under paragraph (e) of "Emergency Highway Safety Programs" of IM 30-5-71. The existing narrow (17-foot horizontal clearance) bridge presents a potential traffic hazard to the traveling public of such a magnitude that the Highway division and the County have concluded that the replacement of the bridge to current standards ranks among the top priorities of bridges within the county's FAS system needing replacement.

Enc.

JG:dg

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W.O.

FORM PR-1 (REV. 4-61)

4-20-72

FEDERAL - AID P
(PPM 2

CARD 2	REPORT NUMBER (18)–(20): 1	PROJECT LOCATION (45 typewriter spaces) (21–65): Co. Rd. 2.7 mi. E. of Kings Valley, N.E. 2.13 mi.	ADT	PRESENT: 110	FUTURE (66–70): 190	YEAR (71–72): 92					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28–62): Gr., Dr., & High-Type Pave.	NATL. FOREST (63–65)	FH ROUTE NO. (66–68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72–73)	PL. AUTH (74)			
CARD 4	CLASS OF FEDERAL FUNDS: Secondary	COUNTY NAME: Bent									
	NAME OF URBAN AREA (17–31)	ROUTE NO.: S	FEDERAL-AID: 209								

CARD 5	LINE NO. (14–15)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54–58)	ESTIMATED PROJECT COST: TOTAL ESTIMATED COST (59–66)	ESTIMATED PROJECT COST: FEDERAL FUNDS (67–76)
1										
5					**PE**		Co. Rd. 2.7 mi. E. of Kings Valley, NE 2.13 mi.			
5					**ROW**					
5					**CONST** (CODE) 6203		"Ward Road-Polk Co. Line Section"	2.13	470,000	298,700
							PROJECT TOTALS	2.13	470,000	298,700

CARD 1	CODE 1	PREPARED BY
1	14	PROGRAM APPROVAL DATES (16–23) (24–31)

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

20-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	110	190	92	10	Oregon	35	022	1087

TE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
						S-	519	(3)		

COUNTY NAME: Benton — CODE: 003

ROUTE NO. S — FEDERAL-AID: 209 — STATE: Co. Rd. — U.S.:

PROGRAM STAGE: [ ] 1 OR [X] 2

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
of .13						Gr., Dr., 2-12' lanes H.T. pave., with 4' shldrs.
	2.13	470,000	298,700	85,650	85,650 (Co.)	ROW - 60' min.; access control - none; parking restrictions - none.
ECT ALS	2.13	470,000	298,700	85,650	85,650 (Co.)	

REMARKS

-over-

USCOMM DUSCOMM-DC 48908-P61

WARD ROAD-POLK COUNTY LINE SECTION

PROJECT NO. S-519(3)

Existing Facility: 24' gravel surfaced roadway.

Adjacent Sections:
Westerly End - - - Project S-519(2)
Easterly End - - - 24' gravel surfaced roadway.

Project Data: Grade and drain two 12-foot lanes high-type pavement with 4-foot shoulders.

Exception to Minimum Standards: None

Right-of-Way: 60' min. (County acquired by resolution on December 26, 1967)

Relocation Assistance Payments: Made by County where necessary.

System Action, Water Development, Railroads, Airports, Recreational and Historical Areas: None involved.

Clearinghouse Approval: Received State and District 4 approval by letters dated October 15, 1971 and September 28, 1971, respectively.

Public Hearing: Not required under the provisions of paragraph 6c of PPM 20-8.

Location/Design Approval: Considered granted by the State Highway Division prior to January 18, 1969, the effective date of PPM 20-8, under the provisions of the Secondary Road Plan and stated in April 11, 1972 Memo to Files. (Copy of Memo to Files previously submitted to FHWA)

Environmental Statement: Not required under PPM 90-1 as design approval was granted prior to January 1, 1970.

Route Data: See Project S-519(2).

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

RECEIVED
COUNTY & CITY SECTION
ENGR. ✓ ... UPE ✓ ... RE ✓ ... UE ✓
4-14-72

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Attention: County and City Section

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 209

Project Name Ward Road-Polk County Line Section, Maxfield Creek Road

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at Corvallis, Oregon,

this 14th day of April, 1972.

Benton County

Stanley A. Thompson
Chairman

Melvin L. Hawkins
Commissioner

W. M. Bankhead
Commissioner

Copy to:- John Oaks
R.N. Chase
C G Swanson
J. B. Boyd -(E. Salem)

(5/12/70)

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MAY 1 - 1972
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GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

7749

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

April 13, 1972

cc: E.S. Hunter
L.H. Young
W.J. Hart (3)
C.G. Swenson
W.H. Tebeau
F.E. Terpin (3)
L.W. Rulien (2)
J.B. Boyd (4)

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

This is in reply to your letter of March 21, 1972, regarding the following construction projects:

1. Humbug Creek Bridge Section
   FAS 912, Clatsop County
2. Nehalem River (Clear Creek) Bridge Section
   FAS 612, Columbia County
3. Ward Road-Polk County Line Section
   FAS 209, Benton County

NOTED
E. S. HUNTER

On the Humbug Creek and Nehalem River bridges, we do not anticipate much conflict with fishery values. Work in the streams where turbidities may be unavoidable should be confined to the period from June 1 to September 1. Early fall runs of chinook normally occur in September. The projects are approved.

Regarding the Ward Road Section, FAS 209, our main concern is that fish passage be maintained. Although the stream is small, coho salmon and cutthroat use the area in winter and spring months. Water quality should be maintained where channel changing is involved.

Thank you for requesting our comments.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

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APR 17 1972
OFFICE OF
SURGEON
ENGINEER

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 17 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

ADT 110 1972 DHV 15
180 1992 26

SAFETY: _____

MEMO TO R. N. CHASE Date: April 11, 1972

FAS 209, BENTON COUNTY, Ward Road-Polk County Line SECTION

TERMINI: Beginning at a point 2.71 miles easterly from the junction with FAS 190 (King's Valley Hwy.)

PROPOSED WORK: Grade, drain, base and pave

PROJECT LENGTH: Approximately 2.1 miles

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	470,000	282,000	94,000	94,000	

EXISTING FACILITIES: 24' graveled roadway

ADJACENT SECTIONS:
NORTH/EAST END: 24' graveled roadway
SOUTH/WEST END:

PROJECT DATA: Grade, drain, base and pave a road on improved alignment to a 32' top width and will have two 12' travel lanes and 4' shoulders. To be paved with AC full 32'.

RIGHT-OF-WAY: 60' minimum (County acquired by resolution)

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviation from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: Not req'd. Additional r/w acquired by Co. by Res. on 12/26/67.
UNUSUAL OR COMPLICATED SITUATIONS: This section will complete the overall project of Maxfield Creek-Polk County Line Section which was requested by the County and approved by the Highway Commission in 1967. The first part was called the Maxfield Creek-Ward Road Section and was constructed by project S-519(2).

ROUTE DATA: S-519(2)
HEARING CERTIFICATION: Not required (See memo dated 4/4/72)
Park and recreation area affected - No
Relocation assistance - No one moved

Social, economic & environmental effects considered - Yes
Location and design approved - Not required (See memo dated 4/4/72)
Clearinghouse approved - 10/15/71
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
NEGATIVE DECLARATION: Not required (See memo dated 4/4/72)
COG: 9/28/71

☐ ENGR. ☑ COOR. ☑ DE ☒ AE ☑ UE
☑ UPE ☑ CE ☒ RE ☐ RPE ☐

MEMO TO FILES
April 11, 1972

Re: Ward Road-Polk County Line Section
Maxfield Creek Road, FAS 209
Benton County

Benton County submitted a project application dated February 1, 1967, for an FAS-C project known as the Maxfield Corner-Polk County Line Section on Maxfield Creek Road, FAS 209. The County established all necessary rights-of-way for this project by the resolution method on December 26, 1967.

The survey for the project was completed and a design and an estimated cost were established in 1967. Because of the high costs of the project, the Highway Division, in May, 1968, at the request of Benton County, awarded a contract for the Maxfield Corner-Ward Road Section which was approximately one-third of the originally proposed Maxfield Corner-Polk County Line Section. The remaining Ward Road-Polk County Line Section was held in abeyance until the County had accumulated sufficient FAS funds for its construction.

Benton County has requested that we proceed with the construction of the remaining Ward Road-Polk County Line Section within the rights-of-way as originally acquired in 1967 and pursuant to the design criteria also as established at that time. The subject project consists of grading, draining, basing, and paving a two-lane facility consisting of two 12-foot travel lanes and 4-foot paved shoulders. It will generally widen and improve the grade and alignment of the existing road and provide an all-weather wearing surface.

Since right-of-way was acquired and design criteria established prior to the effective dates of PPM 20-8 and PPM 90-1 the stipulation pertaining to public hearings, design approval, and environmental considerations do not apply to this particular project.

for H. S. Cox
County and City Engineer

RHP:ljt

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. L. Schroeder
F. L. Hall
R. E. Royer
Victor Wolfe
L. H. Young
R. N. Chase
FHWA
J. B. Boyd

IN THE COUNTY COURT OF THE STATE OF OREGON FOR THE COUNTY OF BENTON

In the matter of altering and) widening County Route # 58) known as Maxfield Creek Road)	ORDER ESTABLISHING AND ALLOWING DAMAGES

Now on this day the above entitled matter came on for hearing to consider the report of the road viewers filed herein, and to consider certain remonstrances received at the public hearings held the 19th and 26th days of December, 1967.

IT APPEARING TO THE COURT:

That said road viewers' report was publicly read on December 19, 1967 and December 26, 1967, and that now is the time set for the final consideration of the matter, and

IT FURTHER APPEARING that notice has been given of these proceedings as by law required and that said road viewers report should be adopted except as herein modified:

Clifford R. Thomson, $50.00 for rental of land used for bypass. This land will be returned to as close to the original condition as possible. All fences will be replaced and temporary fences will be put in during construction to keeptstock under control.

IT IS ORDERED that the damages as set forth by the road viewers be modified and approved as modified.

IT IS FURTHER ORDERED that as set forth in said road viewers' report, the following persons are not entitled to damages:

Ona Overton, Longview Fiber, Willamette Land & Cattle Company, Frank Kochis, Raymond G. & Katherine Chase, William & Bessie Parkhurst, Charles R. & Elsie Roas, Wallace R. McAlpine, Paul Goodmenson, Kermit E. & Jean Roth, Clifford Thomson, Moser Lumber Company.

NOW, THEREFORE, IT IS HEREBY ORDERED that said road viewers, report is hereby approved and adopted in all respects except as herein modified and that a county road be established, the centerline of which is as follows:

Beginning at a point on the centerline of County Route # 58 213.35 feet N. 19° 48 1/2' W. of the northeast corner of the Samuel Rice D.L.C. No. 45, Twp. 10 S., R. 6 W., W.B.& M. Ending at a point on the Benton-Polk County line 1456.34 feet N. 51° 001/2' E. of the southwest corner of the Henry Fuller D.L.C. No. 39 Twp. 10 S.,R. 5 W., W.B. & M. and the width of said route is as shown on the attached sheet.

Dated this 26th day of December, 1967.

RECEIVED
COUNTY & CITY SECTION
APR 11 1972
☐ ENGR. ☑ COOR. ☐ UE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

/s/
County Judge

Commissioner

Commissioner

RIGHT-OF-WAY WIDTHS

Station	Left	Right
84+00 Beg. Proj.	35	35
86+00	35	
87+14.53		35 Bk
87+14.53		30 Ah.
88+50	70	
91+00	30	
91+50		30 Bk.
91+50		100 Ah.
97+00		90 Bk.
97+00		30 Ah.
111+00		30
112+00		45
113+50		30
119+00		30
120+00		40
123+00		40
124+00		30
125+00		30
126+00		40
128+73.64		30
138+00		30
139+27.91 Bk. =		
139+37.91 Ah.		40
141+00		30
143+00		30
144+00		40
146+00		40
147+39.05		30
151+50	30	
152+99.61	55	
154+99.61	30	
155+73.41		30
158+23.41		40
162+00		40
163+29.41		30
183+00	30	
187+50	50	
190+00	30	
197+00		30
198+00		40
204+00		40
205+00		30
208+20.97		30
210+00	30	
212+20.97	40	40
214+00	120	
215+00	130	
220+50	40	
222+00		40
225+00		30
226+00	40	
227+00	60	
228+00	60	
229+00	30	
230+00		40
244+00	30 Bk.	
244+00	70 Ah.	
245+75	70 Bk.	
245+75	30 Ah.	
252+59.62 End Proj.	30	40

RECEIVED
COUNTY & CITY SECTION
APR 11 1972
☐ ENGR. ☐ COOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

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FOR FILING

7749

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Ward Road - Polk County Line
Highway: Maxfield Creek Road F.A.S. 209
County: Benton
Prefix: 502-1419

Res. Engr. L. L. MacIntyre
Approx. Length 2.15± miles
Sta. 140± to Sta. 252±
Date 1-28-72

Mean Truck A.D.T. 23
Traffic Coefficient 6.5
18 kip s. a. per day 8.1

Annual Precipitation 39"± (Philomath)
Frost Penetration - - - -
CBE Total Requirement 22.0"

(1)

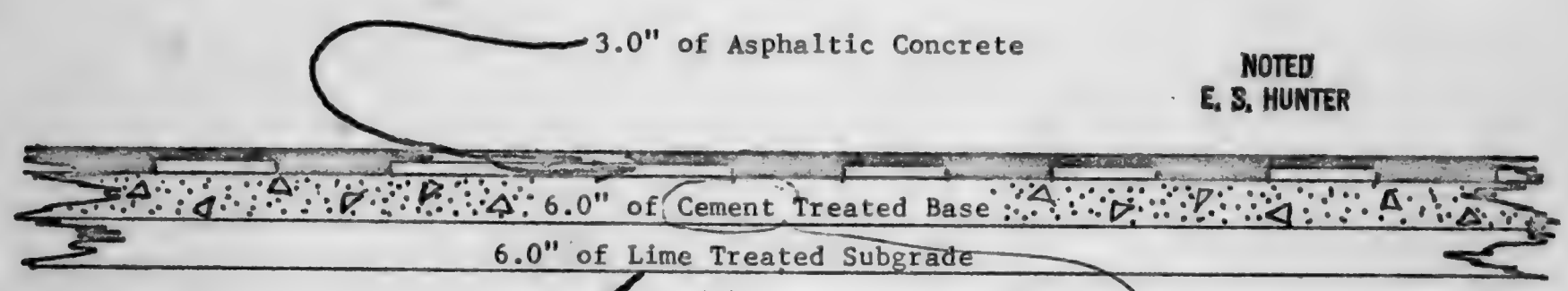
	Typical Soil
59	LL
34	PI
99	%P 10
90	%P 200
1	% Gravel
2	% C Sand
7	% F Sand
39	% Silt
51	% Clay
5	R Value
A-7-6	AASHO Classif.

Materials Source:

Commercial sources are available.

Credit	*Actual Thick.*	*Component*
6.0"	3.0"	A.C.
11.0"	6.0"	P.M.B.B. ~~C.T.B. (Min.)~~
5.0"	6.0"	L.T.S.
22.0"	15.0"	

STRUCTURAL SECTION



NOTED
E. S. HUNTER

2 x 3" lifts
Plant Mix
B.T. Base

Approved verbally
3-1-72
Rolfe Hunter

Submitted by G. Q. Begg
Base Design Engineer

Recommended by J. E. Bauer
Engineer of Materials and Research

Recommended by Richard D. Wolfe
Location Engineer

Approved by E. S. Hunter
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist
County-City (2)

SECTION: Ward Road-Polk County Line

HIGHWAY: Maxfield Creek Road F.A.S. 209

COUNTY: Benton

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	P.M.B.B. ~~CTB~~	*Aggregate Base*	*Aggregate Base*	LTS	*"CBE" Total Requirement*	*Actual Thickness*
4.8 - 6.0	3.0"	4.0"	---	---	6.0"	18.5"	13.0"
Cars Only	3.0"	---	---	---	6.0"	13.5"	9.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Ward Road-Polk County Line

HIGHWAY: Maxfield Creek Road F.A.S.209

COUNTY: Benton

130 Present ADT (1971)

13 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	6	1.7	10	8	450	3,600
3	5	1.7	9	7	1000	7,000
4	0	---	--	--	1250	- - -
5	6	1.7	10	8	3180	25,440
6	0	---	--	--	2570	- - -
				23	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 36,040

TWENTY YEAR EWL 720,800

TRAFFIC COEFFICIENT 6.5

SECTION: Ward Road-Polk County Line

HIGHWAY: Maxfield Creek Road F.A.S. 209

COUNTY: Benton

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair_____ Poor_____
   Remarks: _____
5. Cost Comparisons: None made. See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: A.C. or Oil.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers A.C.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Traffic does not warrant the use of C.R.P.C.C.

SALEM, OREGON
February 22, 1972

Mr. Victor D. Wolfe
Location Engineer
BUILDING

Attn: Mr. P. L. Carstensen

Ward Road-Polk County Line Section
Maxfield Creek Road
FAS 209
Benton County

The survey data for the subject project has been examined and has been found to be consistent with the project requested by the County and approved by the Highway Commission.

HR

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt

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DEC 29 1971
FOR FILING
7749
NOTED
R. L. PORTER

PREFIX NO. 502-1419

12-22-71

LOCATION PROSPECTUS
WARD ROAD-POLK COUNTY LINE SECTION
MAXFIELD CREEK ROAD, FAS 209
BENTON COUNTY

HIGHWAY: Maxfield Road. Benton County FAS 209.

TERMINI: The westerly terminus of the project is 2.7 miles east of the junction of the Kings Valley Highway (State Highway 191) and the Maxfield Creek Road (Benton County FAS 209). The easterly terminus of the project is at the Polk-Benton County Line.

LENGTH: 2.15 miles.

NARRATIVE: This survey will be to update 1967 survey, plans and estimate of cost for grading, draining, basing and paving a roadway 32 feet in width, having two 12-foot travel lanes and 4-foot shoulders. To be paved full top width of 32 feet. The general route will follow near the existing alignment of roadway with horizontal and vertical line improvements. There are no apparent drainage problems. This survey includes plans for slide correction on northerly side of highway between Stations 2210 and 2230. No additional right of way needed. Utilities are involved. County must move all utilities located on present right of way.

CHARACTERISTICS: The existing ADT is 53. The rise and fall and central angle were determined in the 1967 survey. The total rise and fall of the existing facility are 257 feet and 162 degrees respectively. The total rise and fall in the new alignment are 257 feet and 159 degrees respectively.

STANDARDS: Road Class E (2-lane) design standards are warranted for this project. No deviations are anticipated from State or AASHO standards.

TYPICAL SECTION: Two 12-foot travel lanes with 4-foot paved shoulders.

ACCESS: Direct to pavement limited as to location and width; unrestricted as to land use. There are no interchanges.

BRIDGE: There will be no bridge structures on this project.

ADD'L FACILITIES: None. Routine utility adjustments necessary.

NOTED
TOM EDWARDS

BASE DESIGN: The tentative design for construction is:

Paving	2 inches
Cement Treated Base	6 inches
Lime Treated Subgrade	6 inches

MATERIAL: Available from commercial and State-controlled sources. A possible quarry is located approximately one mile south of Maxfield Corner on Tri-County Pit Road which will have to be tested for suitability.

Culvert: Commercial sources.
Base: Quarry and commercial sources.

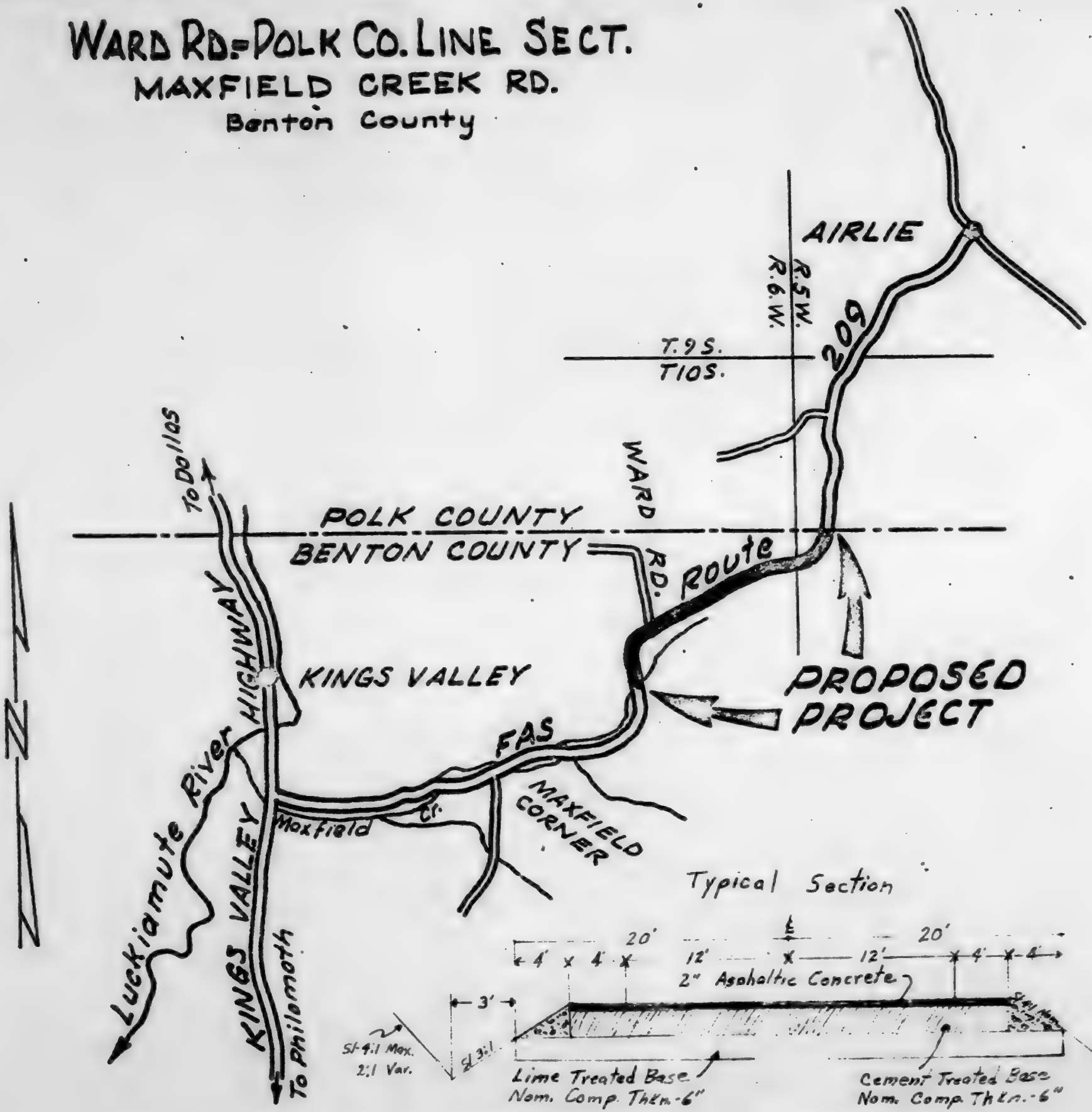
AGREEMENTS: Agreements between State and Benton County.

PARKS: No State or County parks or roadside rest areas will be affected by this project.

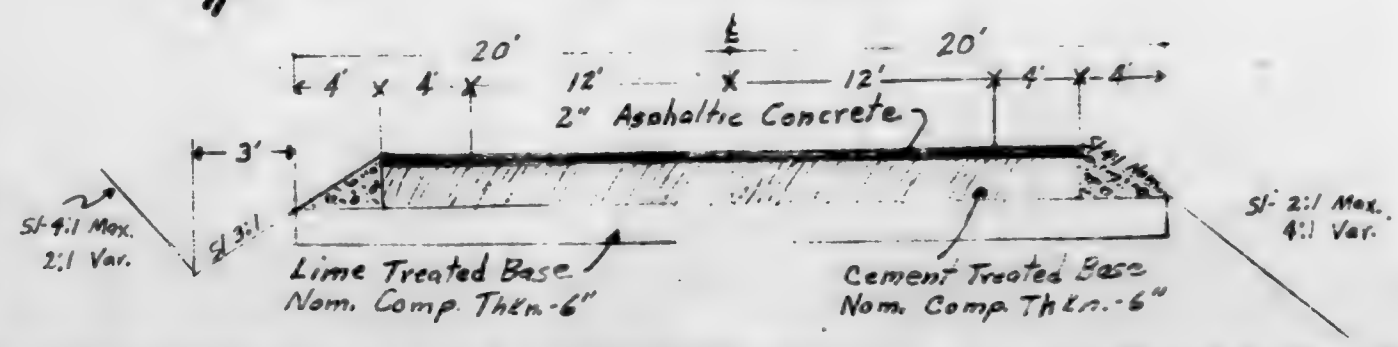
December 22, 1971
Attachment

Federal Highway Administration (3)
J. B. Boyd (4)
R. L. Porter
F. B. Klaboe
A. E. Johnson
E. S. Hunter
R. N. Bothman
F. B. Crandall
F. L. Hall
I. D. Merchant (4)
D. H. Moehring (3)
F. D. Morgan
V. D. Wolfe
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J. Johnson
A. D. Olson
R. E. Olson
R. W. Prentiss
J. A. Rowland
R. E. Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
G. C. Wills
F. W. Yarbrough (2)

WARD RD.-POLK CO. LINE SECT.
MAXFIELD CREEK RD.
Benton County



Typical Section



STATE OF OREGON 1859

EXECUTIVE DEPARTMENT

PROGRAM PLANNING DIVISION

306 PUBLIC SERVICE BUILDING • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

CLEIGHTON PENWELL
Director

RECEIVED
NOV 2 - 1971
FOR FILE

7749

October 15, 1971

Young
10-28

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Ward Road-Polk Co. Line,
Maxfield Creek Road FAS 209
PNRS #71.0438
BENTON Co

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has completed the review of this program.

Your Notice of Intent was referred to the appropriate State agencies. All respondents indicated concurrence and approval.

The Oregon Game Commission is quoted:

"The present culvert on upper Maxfield Creek appears to be satisfactory for passage of coho salmon at winter flow levels. Any alteration of the culvert due to widening of the road and any culvert extensions necessary should preserve the present gradient and entrance conditions."

RECEIVED
OCT 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

BEN GIFFORD

cc: October 29, 1971
R.E. Simpson, FHWA
F.B. Klaboe
F.L. Hall
D.H. Moehring
W.H. Tebéau
H.S. Cox
B.L. Gifford
H.C. Johnson
J. B. Boyd

RECEIVED
OCT 28 1971
PROGRAM & PLANNING
DIVISION

NOTED
L.H. YOUNG

RECEIVED
OCT 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

cc Hall

CH-FAS
Polk Co

oregon district

Council of Governments

360 S.W. Avery Avenue
Corvallis, Oregon 97330
(503) 753-2624

RECEIVED
COUNTY & CITY SECTION
OCT 1 - 1971

September 28, 1971

The Honorable Wally M. Burkhart
Chairman
Benton County Board of Commissioners
Benton County Court House
Corvallis, Oregon 97330

WARD RD. - POLK CO. LINE SEC.
FAS 209, BENTON CO.
BEN GIFFORD

Dear Mr. Burkhart:

The Linn-Benton Sub-District of the Oregon District 4 Council of Governments has completed a review of Benton County's Notice of Intent to apply for federal and state financial assistance for improvements to Maxwell Creek Road in Benton County (FAS-209). The Board, at a regular meeting held on September 16, 1971, determined that the project is in accordance with areawide planning and voted to approve the project.

The Executive Board of the Oregon District 4 Council of Governments, at a regular meeting held on September 27, 1971, concurred with the Linn-Benton Sub-District and approved the project.

We recommend favorable action by any agency processing your application.

Sincerely yours,

William R. Hagman
Executive Director

WRH/tjp
cc: R. L. Porter
State Highway Engineer

Howard Krause
Benton County Engineer

cc: October 1, 1971
R.E. Simpson, FHWA
F.B. Klaboe
F.L. Hall
D.H. Moehring
W.H. Tebeau
H.S. Cox
B.L. Gifford
H.C. Johnson
J.B. Boyd

Young 9.29.71

RECEIVED
SECTION

LINCOLN SUB-DISTRICT
Lincoln County
Lincoln City
Newport
Toledo

LINN-BENTON SUB-DISTRICT
Benton County
Corvallis
Linn County
Sweet Home
Lebanon
Albany

STATE OF OREGON

INTEROFFICE MEMO

SEP 15 1971

FOR 74-1

TO: R. L. Porter, State Highway Engineer
Department of Transportation

DATE: September 13, 1971

FROM: Federal Aid Coordination Unit
301 Public Service Bldg. Salem

Klaboe
Young
9-14-71

SUBJECT: Ward Road-Polk Co. Line, Maxfield Creek Road
PNRS #71.0438

We have received your Notice of Intent and assigned the file title and number that appear above. It would be helpful if you would use this reference in any future correspondence on this project.

We have distributed copies of your Notice to the appropriate agencies with a request that they reply by September 30, 1971.

If you have questions or need assistance, please let us know.

RECEIVED
SEP 14 1971
OFFICE OF
STATE HIGHWAY ENGINEER

WCK:mv

81-125-0019

NOTED
F.B. KLABOE

Kirkwood Young 9-14-71

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING September 10, 1971

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0426	Executive Department Local Government Relations Division	Title VIII Community Development Training $ 10,500	Statewide	15
71.0427	Multnomah County Community Action Agency	Household Survey Project $ 29,283	Portland	2
71.0428	Highway Division	Happy Valley Park Park Development $10,000	Clackamas County	2
71.0429	Highway Division	Stewart Park #5 $ 18,086	Douglas County	6
71.0430	Highway Division	Triangle Park Restrooms $ 10,000 Lions Park Restrooms $10,000	Reedsport	6
71.0431	Highway Division	Riddle City Park Acquisition $11,000 Riddle City Park Roadway $ 2,000	Riddle	6
71.0432	Highway Division	Glendale City Park Development $ 1,000	Glendale	6

RECEIVED SEP 15 1971

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING September 10, 1971

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0433	Highway Division	Winston-Dillard Park Acquisition $ 10,500	Winston	6
71.0435	Confederated Tribes of the Warm Springs Reservation	Head Start, Full Year $ 46,534	Warm Springs	10
71.0436	Jackson County Community Action Council	Jackson County Child Development Centers $271,021	Jackson County	8
71.0437	Highway Division	Rocky Butte State Park Acquisition $ 60,000	Portland	2
71.0438	Highway Division	Ward Road-Polk County Line $220,000	Benton County	4
71.0439	HUD-Wedgwood Homes of Corvallis	Timber Hill Southeast	Corvallis	4
71.0440	HUD-R.C. Smelser, Inc.	Charlotte's Country Estates	Oregon City	2

REPORT OF ENVIRONMENTAL IMPACT STATEMENT

71.0434	City of Dundee	Comprehensive Water Resources and Distribution Study	Dundee	3

RECEIVED
SEP 9 - 1971.
FOR FILING

7749

September 7, 1971

Executive Department
Federal Aid Coordination Unit
301 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with Executive Memorandum 02-270-20, attached are eight copies of the completed Notice of Intents to apply for federal assistance for federal-aid project as follows:

State Administrative District No. 4 — Ward Road-Polk Co. Line Section FAS-209, Maxfield Creek Road, Benton County

The estimated date of filing for federal-aid funds on this project is November 15, 1971. In order that this date and the subsequent dates of contract letting may be met, your prompt attention to this proposal will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachment

HLC:jo

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
D. H. Hoehring
W. H. Tebeau
H. S. Cox
B. L. Clifford
R. H. Chase
H. C. Johnson
J. B. Boyd

NOTICE OF INTENT · STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Ward Road-Polk Co. Line Section
FAS-209, Maxfield Creek Road
Benton County

September 7, 1971

FROM: Applicant Agency State Highway Division Salem, Oregon
(Address)

Contact Person L. H. Young 378-6563
(Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes.....No X.....(if "yes", please also submit the information called for on page 3, Notice of Intent)

2. Project Location

Administrative District Four (4) City --

County Benton Special District(s) (if applicable) --

Other affected jurisdictions/agencies

3. Federal Program

Common Program Name Federal-Aid Secondary (County)

Authorizing Legislation Title 23, U.S.C. Highways
(Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Admin. Renewal Application

4. Estimated Project Cost

Federal Share $ 176,000
Loan..... Grant X
Local Applicant Share ( )
(if any) $ --

State Agency Share $ 44,000

Other (Specify) $ --

Total $ 220,000

Source of State Agency Share

General Fund $

Other Funds (specify) $ 44,000 Highway

Indirect Cost Reimbursement

No X Yes..... $ (Approx)

Will Federal share change: No X

Yes, from .....% to.....%

When.....

5. **Period Covered by Projects**

Beginning date May 1972
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 12 months

Approximate ending date April 1972

Will renewal be requested? Yes ..... No X

6. **Estimated Application Filing Date** November 15, 1971

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

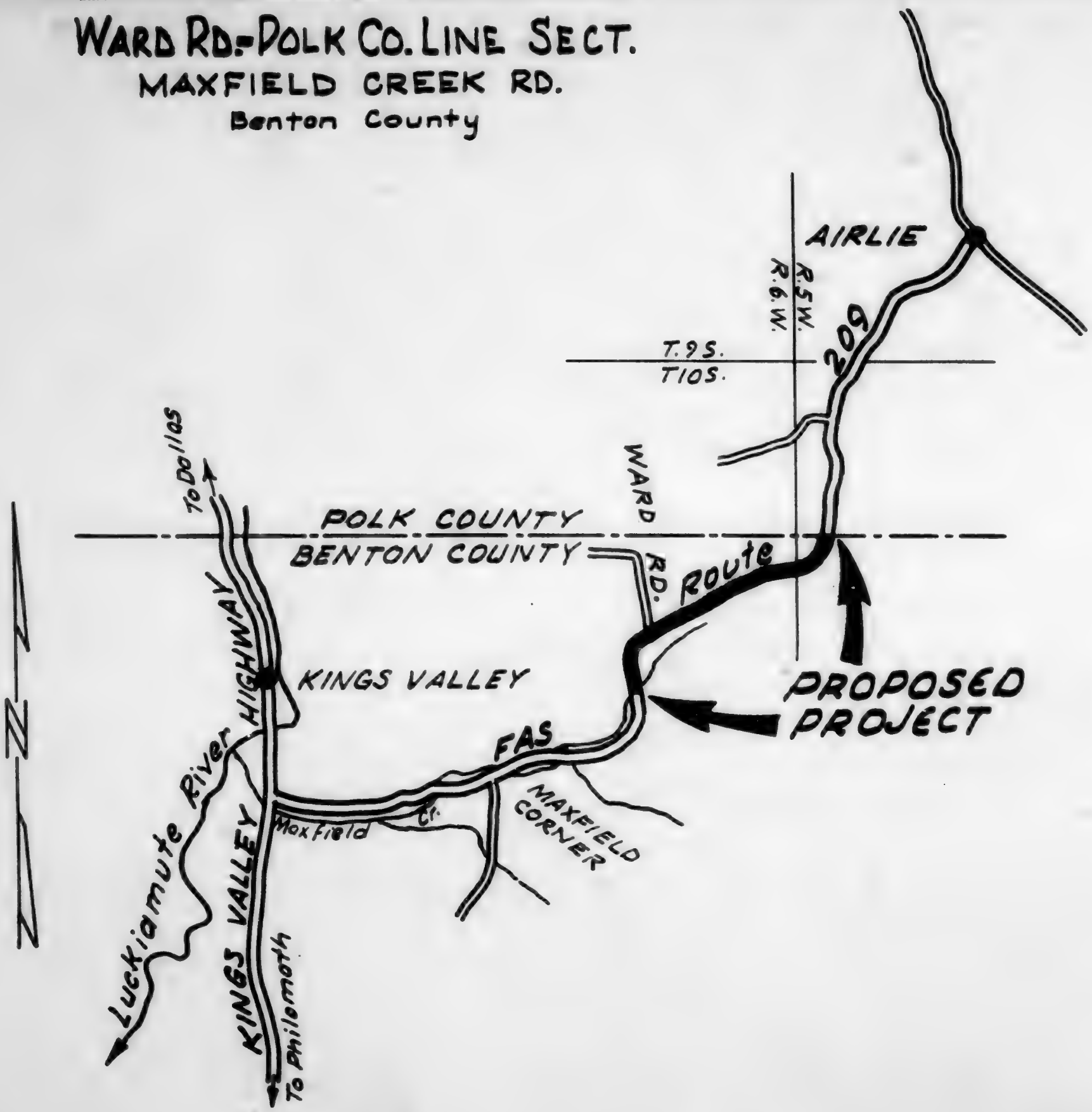
WARD ROAD–POLK COUNTY LINE SECTION, FAS-209, Maxfield Creek Road, Benton County

This project involves preliminary engineering, right-of-way acquisition, grading, paving and incidental work required to widen the existing facility to a top width of 32 feet. The roadway will be constructed to accommodate two 12-foot travel lanes with 4-foot shoulders. The length of this project is 2.15 miles.

This project is related to the "Goals for a Livable Oregon" by the improvement of this portion of the Federal-Aid Secondary System.

See attached map for geographical location.

WARD RD.-POLK CO. LINE SECT.
MAXFIELD CREEK RD.
Benton County



RECEIVED
SEP 2 - 1971

7749

September 1, 1971

Oregon State Highway Commission

Gentlemen:

The attached tabulation describes a proposed Federal Aid Secondary project in Benton County.

Benton County is requesting the construction of the Ward Road-Polk County Line Section of Maxfield Creek Road (FAS 209). The County has also requested that their share of the cost of the project be made up by transferring the required funds from their Federal allocation to state highway funds. The FAS funds required for this project are estimated to be $220,000, of which $44,000 will be the cost to the State.

This project has been investigated and is eligible for the use of FAS funds.

This matter will be on the agenda for the September 8 meeting and I recommend your approval.

Very truly yours,

R. L. Porter
State Highway Engineer

Attach.

cc Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
H. S. Cox
L. H. Young
V. E. Skoog
J. B. Boyd

HR:lat fn

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

August 30, 1971

SUBJECT: Proposed FAS-C Projects

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

BUILDING

Attached are 12 copies of the tabulations, with map attachments, describing an FAS-C project in Benton County.

Benton County is requesting the construction of the Ward Road-Polk County Line Section, Maxfield Creek Road, FAS 209. The County is also requesting the use of some of their Federal funds as their 20% share of construction costs for this project.

If satisfactory, this project should be submitted to the Highway Commission for approval at the September 7, 1971, meeting. A draft of a suggested letter to the Highway Commission is attached.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:lat

Att.

RECEIVED
AUG 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP 52478-734

~~PROPOSED FISCAL YEAR 1971 & 1972 COUNTY FAS PROJECTS~~

COUNTY	FAS	SECTION & DESCRIPTION	PROGRAMMED AMOUNT	STATE SHARE
BENTON	209	Ward Road-Polk County Line Section, Maxfield Creek Road. 2.15 miles (To be 80% Federal funds and 20% State funds for this project.)	$220,000	$44,000
		TOTAL NEW PROJECT	$220,000	$44,000

Copy in minutes

SUMMARY BY FISCAL YEARS	1971	1972	TOTAL
Allocated funds	5,067,000	5,054,000	10,121,000
Approved Projects (corrected to date)	5,067,000	4,466,000	9,533,000
Unprogrammed Balance	--	588,000	588,000
Projects Proposed- 9/7/71		220,000	220,000
Unprogrammed Balance	--	368,000	368,000

~~71-9~~
~~9-7-71~~

BENTON COUNTY

Proposed Project (1971 Funds)

FAS 209: Maxfield Creek Road, Ward Road-Polk County Line Section. Grade, drain, base and pave 2.15 miles. $220,000.

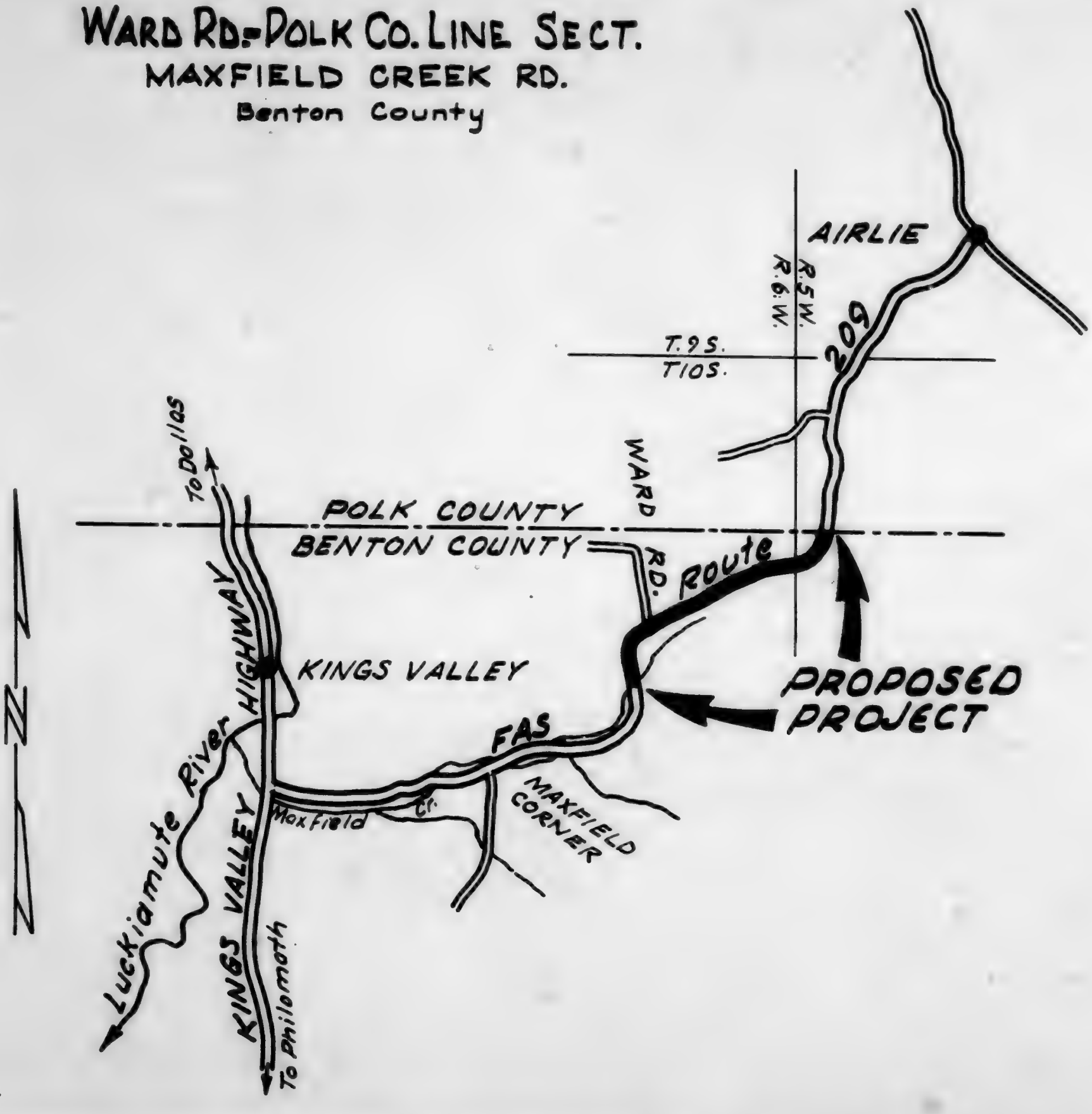
Grade, drain, base and pave a roadway 32 feet in width, having two 12-foot travel lanes and 4-foot shoulders. To be paved full top width of 32 feet. No additional right-of-way. Sight posts are to be installed as part of the project. Utilities are involved.

State to make survey and plans.

County, with their own forces, will do the signing and striping.

(NOTE: Benton County has requested that their share of construction costs be made up by transferring that amount from their Federal allocation to State Highway Funds.)

WARD RD.-POLK CO. LINE SECT.
MAXFIELD CREEK RD.
Benton County



August 10, 1971

Board of Commissioners
Benton County Courthouse
Corvallis, Oregon 97330

Attn: Mr. Howard Kraus
Engineer

Re: Matching funds
Ward Road-Polk County Line Section
Maxfield Creek Road, FAS 209
Benton County

Gentlemen:

Your request to use some of your Federal Allocation as matching funds for this project has been granted.

We will submit your project request to the Highway Commission for their approval at the September 7, 1971 meeting.

This will be a 1972 construction season project because it is too late for this year.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:ljt

MEMO TO FILES

Friday, August 6, I discussed with Mr. Klaboe the possibility of Benton County using Federal monies as County's deposit payment on Maxfield Creek Road (FAS 209). This action was in response to a second letter from Benton County seeking this method of financial aid.

Mr. Klaboe's decision was to grant Benton County's request; however, Mr. Klaboe will not honor any additional requests due to the fact that counties may receive additional funds from the $5 motor license fee.

H. S. Cox
County and City Engineer

HSC:mm

August 10, 1971

cc: F. B. Klaboe

NOTED
DON HARWELL

RECEIVED
AUG 6 - 1971
FORM E-30 (REV. 10-69)
FOR FILING

7749

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 30, 1971

SUBJECT: Ward Road-Polk County Line Section
FAS 209
Benton County

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

We have received a follow-up request from Benton County asking that they be permitted to use some of their Federal funds as their 20% share of construction costs for the Ward Road-Polk County Line Section. The county first approached the Highway Division with this request in February of this year. At that time they were asked to resubmit their request after our budget was settled.

The estimated cost of the project at this time is $220,000.

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Harold Reynoldson
Rural Program Engineer

HR:lat

8-2 - 71 Cox:

I don't understand.

FBK

RECEIVED
COUNTY & CITY SECTION
AUG 2 - 1971
ENGR. COOR. LE AE UE
UPE CE RE RPE

RECEIVED
JUL 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTE
F. B. KLABOE

SP*82475-734

FAS 209.
Benton Co

BENTON COUNTY ROAD DEPARTMENT
360 S. W. AVERY AVENUE
TELEPHONE 753-7345
CORVALLIS, OREGON 97330

July 22, 1971

Mr. H.S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Re: F.A.S. 209, Ward Road-Polk County Line Section.

This letter is to re-establish our request for F.A.S. funding for the aforementioned project, Benton County Route No. 58.

The County's financial plight is growing more accute with each passing year, we therefore find ourselves again requesting 100% F.A.S. funding for this project.

Thank you for your consideration of this request.

Very truly yours,
BENTON COUNTY BOARD OF COMMISSIONERS BY:

W. M. Burkhart
Chairman

WMB:ms

cc: County Engineer

RECEIVED
COUNTY & CITY SECTION
JUL 23 1971
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UPE CE RE RPE

COUNTY & CITY SECTION

March 22, 1971

Board of Commissioners
Benton County Courthouse
Corvallis, Oregon 97330

Attn: Hon. W. M. Burkhart
Chairman

Re: Ward Road-Polk County Line Section
FAS 209
Benton County

Gentlemen:

This is in reply to your request to use some of your FAS funds as the County's advance deposit for subject project.

Your request has been duly considered, but because the Highway Division is faced with the very difficult task of allocating extremely scarce funds toward alleviating a deficiency in the State's highway system, we are not in a position to advance these additional funds at this time.

However, we would like to keep your request until additional funds are available. At that time, we will again consider your request.

If there are any questions, please feel free to contact us.

Very truly yours,

R. L. Porter
State Highway Engineer

By

H. S. Cox
H. S. Cox
County and City Engineer

HR:ljt

Board of County Commissioners

BENTON COUNTY COURT HOUSE
CORVALLIS, OREGON 97330

COMMISSIONERS
MELVIN S. HAWKINS
STANLEY A. THOMPSON
W. M. BURKHART

February 26, 1971

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1971
ENGR. COOR. CE AE UE
UPE CE RE RTE

Mr. Si Cox
County and City Engineer
State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

As indicated in the enclosed application for FAS funds, Benton County is requesting 100% funding for improvement of County Route No. 58.

The request for full funding of this project is a result of the county's critical shortage of funds for road improvements of this type. Our shortage of funds has existed for several years, as evidenced by noting the absence of any request for partial funding of road improvements by this county.

We feel that the improvement of County Route No. 58 is in the best interests of safety to the public. Therefore, it is our feeling that there is no alternative but to forward this request for full funding of the project for your consideration, since partial funding by the county is presently impossible.

Your time and consideration in this matter is appreciated, and we would be happy to supply you with any supplemental data which would be of value in expediting this request.

Very truly yours,

BENTON COUNTY BOARD OF COMMISSIONERS
BY: W. M. Burkhart

W. M. Burkhart
Chairman

WMB/jm

cc: County Engineer

Encl: (1)

Hal First determine (Hans Kraus) if he will go for 80% Fed 20% state until County turns to 80% Fed-monies.

Si

LOCATION ENGINEER'S
NARRATIVE REPORT AND PRELIMINARY DRAFT OF SPECIFICATIONS

WARD ROAD - POLK COUNTY LINE
COUNTY ROAD FAS 209 - BENTON COUNTY

The purpose of this survey was to update 1967 survey, plans and estimate of cost for grading, draining, basing and paving 2.15 miles of County Road in Benton County, having two 12 ft. travel lanes, and 4 ft. shoulders. To be paved full top width of 32 ft.

The westerly terminus of the project is 2.7 miles east of the junction of the Kings Valley Highway (State Highway 191) and the Maxfield Creek Road (Benton County FAS 209). The engineers centerline station at the beginning of the proposed project is 140+00, M.P. 2.7 of FAS 209. The northeasterly terminus of this project is at engineer's station 252+59.62, which is a point on the Benton - Polk County Line and M.P. 4.78 of said FAS 209. The program to be done with FAS-C funds.

The horizontal control for the survey is Lambert Grid (Oregon North Zone). U.S. Engineer monuments in the vicinity have been destroyed or lost, but their position were approximated and through a relationship by adjacent County Surveys and the Kings Valley Highway Survey the Co-ordinates to by used for this survey were established. These co-ordinates were checked by the best triangulations possible to Mary's Peak Lookout, and Monmouth Peak Lookout. The establishing of more exact co-ordinates could only be done by extensive additional surveying and expense. The vertical control was taken from field or temporary bench marks established by H.N. Hoover, Resident Engineer during the construction of the Kings Valley School-Maxfield Corner project S-519(1). This was reported to us to be USC and GS Datum.

The centerline as established by Benton County Engineer was held between station 140+00 and 208+20.97, and from that point on line revisions were made, with the approval of the County Engineer, following very closely the present used route, but eliminating short curves and angle points.

There will be a small channel change on the left side between stations 245 and 246.

Between approximate stations 226+75 and 227+75, this survey includes plans for slide correction. This typical plan calls for excavation into the slope bank to firm material with a Key Section against the roadbed, with perforated pipe installed below Key Section for drainage and placing riprap into Key Section and against the slope for slide prevention in this area.

The material excavated for this slope protection is considered unsuitable material, and is to be wasted. This quantity of Unsuitable Material (approx. 500 c.y.) will be included in General Excavation. There is also approximatly 300c.y. of unsuitable material in roadbed section of this slide area, and is to be wasted.

A shrinkage factor of 1.23144 was used for the earth work quantities due to light grading, and possible more unsuitable material than anticipated in the slide correction area.

There are (3) possible quarry sites for aggregates on the Cement Treated Base, Shoulder, and driveway Surfacing. They are located as follows:

1. Approximatly 3/4 of a mile south on the Tri County Pit Road which junctions with the Maxfield Creek Road. Quarry site is approximately (2) miles from begin of project.

2. Near the town of Wren, located on the Kings Valley Hwy. (State 191). Pit site is approximately 1/4 mile west on County Road which connects to Kings Valley Hwy., approximately M.P. 30.7. A total of approximately 10 miles from the beginning of the project. (L&T Quarry)

3. Approximately (1) mile south of M.P. 42 of the highway, approximately (15)miles from the beginning of the project. (STARKER Quarry)

There are also (2) possible commercial sources for all surfacing aggregates or for the A.C. aggregate if one of the above mentioned sources is used for other surfacing material.

1. Builders Supply

2. Corvallis Sand & Gravel

There are no railroads, navigable streams, water or gas mains involved with the proposed construction. There is a power line along the route, owned by Consumer's Power Company of Corvallis, Oregon, and Pioneer Telephone Company of Philomath, Oregon has a telephone line on the same poles (joint usage). County must move all utilities on present right of way.

Some of the culverts in place, that in this proposal are to be extended, qualify theoretically as to water capacity, but others noted on plans will have to be removed and larger ones installed. This has been discussed with County Engineer. The County will want to salvage pipes removed.

New fences and their installation will be arranged for by Benton County and present fences not needed, moved or under any special arrangements will be disposed of under clearing and grubbing and removal work.

This is a Class E Highway with two 12 ft. travel lanes with 4 ft. shoulders. The tentative base design is:

Paving - 2" Class "B" Asphaltic Concrete
Cement Treated Base - 6"
Lime Treated Subgrade - 6"

The maximum grade will be 6.0% and the maximum degree of curve will be 10°.

The estimated cost is ~~376,065.40~~ 406,667.80 and the cost per mile is ~~$139,284.00~~ 186,357.00 .

There are no parks, recreational areas, or Historical sites in the area of work.

7750 Mary S. Young State Park in West Linn (Grading, paving, & facilities) 1972

7750 D

OREGON STATE HIGHWAY DIVISION

January 25, 1974

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

F. B. KLABOE
Administrator of Highways

State Treasury Department
103 State Capitol Building
Salem, Oregon 97310

Re: Treasurer's Receipt #939
(Bond 11505) $15,000.00
Schubert Co., Inc.

Attention: Merle Crowe, Cashier

Gentlemen:

Contracts 7750, 7833, and 7834 to which the above receipt applies, have been completed and the Time Certificate of Deposit is no longer required. This TCD can now be returned to the Schubert Co., Inc.

Very truly yours,

V. E. Skoog, Fiscal Officer
Oregon Dept. of Transportation

by

R. J. Hacek
Accounting Systems Officer

CRP:njc

cc: Schubert Co., Inc.

bc: C. W. Head
John Bond
Vince Gallagher
John Herr

NOTED
C. W. HEAD

7750

January 18, 1974

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, WA 98401

Gentlemen:

On January 16, 1974, we wrote to you concerning release of final payment on Contract No. 7750 awarded to Schubert Co., Inc., for work on the Mary S. Young Park in Clackamas County.

The total contract amount is $182,460.80. No work was performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

jo

cc: Schubert Co., Inc.
9905 S.E. Lawnfield Rd.
Clackamas, OR 97015

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
L. W. Rulien

7750 -

January 14, 1974

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7750, Work Completed October 31, 1972

Project Mary S. Young State Park

Highway - - -, County Clackamas

Type of Work Grading, Paving and Facilities

Contractor Schubert Co., Inc.

Recommended Acceptance Date January 14, 1974

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on January 30, 1974 for your formal concurrence.

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

VG:js

7750

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 8, 1973

TO C. W. Head
John Bond
Vince Gallagher
John Herr

FROM V. E. Skoog, Fiscal Officer-OREDOT
By: R. J. Hacek, Accounting Systems Officer

SUBJECT Schubert Co., Inc.
Contract 7750

Attached is a letter and Treasurer's Receipt No. 939 (Time Certificate of Deposit - Bond 11505) in amount of $15,000. This replaces Treasurer's Receipt No. 548 ($15,000 - Bond 70053) which was returned to contractor.

The deposit and withdrawals are of equal value ($15,000); therefore, no change resulted in total amount deposited.

A copy of letter and original Treasurer's Receipt will be filed (in the contract file) in the Administrative Services office.

RJH:CLP:kmb
Attachment

NOTED
C. W. HEAD

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 939

Received for Account of Schubert Co. Inc. General Contractors
9905 S. E. Lawnfield Road
Clackamas, Oregon 97015

Address _____

Date November 6, 1973

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First State Bank of Oregon Milwaukie, Oregon Dated Nov. 1, 1973 Due Dec. 31, 1973 5%	11505	1	15,000				15,000.00
							15,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7750 Mary S. Young State Park ~~ORS 279.575~~

Authority _____

Countersigned by _____ ~~Deputy~~ Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

State of Oregon

Treasury Department
Salem 97310

JAMES A. REDDEN
State Treasurer

November 6, 1973

Schubert Company Inc.
General Contractors
9905 S.E. Lawnfield Road
Clackamas, Oregon 97015

Gentlemen:

Enclosed please find State Treasury safekeeping receipt number 939, dated November 6, 1973, in the amount of $15,000.00 covering Time Certificate of Deposit, number 11505, drawn on the First State Bank of Oregon, Milwaukie, Oregon, due December 31, 1973.

Treas Receipt # 548

This T.C.D. replaces Time Certificate of Depsoit number 70053, in the amount of $15,000.00, which matured on October 31, 1973.

The above mentioned T.C.D. was picked up personally by Mr. Rogers of your company.

We have credited State Highway Contract number 7750, Mary S. Young State Park, per your instructions.

Very truly yours,

JAMES A. REDDEN, STATE TREASURER

By

Merle Browe, Cashier

MC: RF
Encl.

cc: Oregon State Highway Division, Attn: Dick Hacek

RECEIVED
NOV 7 1973
FISCAL OFFICER
DOT

COPY

MARY S. YOUNG STATE PARK

DEDICATION CEREMONIES

AUGUST 7, 1973 - 2:00 PM

This beautiful State Park is being dedicated today to honor the memory of Mary S. Young, who generously donated this area to the people of Oregon for recreation purposes.

Mrs. Young, born in New Hampshire in 1891, was a long-time resident of the Portland area. She was very active in charitable and civic organizations including the Town Club, Oswego Garden Club, and the Junior League. She contributed freely of her time and funds in the development and maintenance of local parks and civic beautification projects.

In order to enhance the natural growth of this park area, Mrs. Young planted many native and other species of trees and shrubs. "She loved every tree and blade of grass . . . and spent many hours clearing careful paths among the luxuriant growth." It was always a pleasure for her to see other people enjoying the natural beauty of the area.

Because of her great love of nature, it was Mrs. Young's wish that this park be developed so that the outstanding natural features would be preserved with minimum evidence of man's influence. Accordingly, the Park has been developed so that its natural features have been retained as much as possible. Where it has been necessary to disturb the natural character of the site, landscape planting and other restorative measures have been undertaken.

Mary S. Young passed away in May, 1970. This beautiful park is a fitting memorial to her dedicated efforts to preserve the natural environment for the people of Oregon.

DEDICATION CEREMONIES
MARY S. YOUNG
STATE PARK
AUGUST 7, 1973 - 2:00 PM

Presiding: Glenn Jackson

Invocation: Rev. John A. Bright
Christ Episcopal Church,
Lake Oswego

Introductions: Glenn Jackson

Dedication Remarks: Tom McCall
Governor

Benediction: Rev. John A. Bright
Christ Episcopal Church,
Lake Oswego

MARY S. YOUNG STATE PARK

Mary S. Young State Park includes 133 acres of scenic forest and grassy fields located 2½ miles south of Lake Oswego on the Lake Oswego-West Linn Highway, Oregon 43. The Willamette River borders the park on the east.

The park was given to the people of Oregon by the late Mary S. Young of Lake Oswego. Mrs. Young had maintained the site as a natural preserve, and had enhanced its native cover of Douglas fir, maple, oak, ash, vine maple and cottonwood by planting many other species of trees and shrubs.

Development plans for the park have been designed to provide recreation opportunities to people with many varied interests, while at the same time retaining the natural character of the site. Initial development has included an attractive entrance to the park, modern restroom facilities that blend into the surroundings, secluded picnic sites, landscaped parking areas, walking paths to the river and bicycle trails connecting to the Lake Oswego bike trail, and a scenic memorial viewpoint overlooking the Willamette River and Mt. Hood. In developing the park facilities, great care has been taken to preserve the trees loved so dearly by Mrs. Young.

Future development will include landscaping, an expanded trails system, additional restroom facilities and parking, and possibly a waterfront development including boat docks and boater-oriented picnic facilities. When the park development is completed, it is expected that it will be one of the most beautiful parks in the metropolitan area.

Mary S. Young State Park was opened to the public for the first time on April 1, 1973. Since that time, the facilities have received ever increasing use as people become aware of the park. Located within a short distance from the Portland-Salem areas, it is expected that the park will eventually become one of the most popular day-use facilities in the valley.

A. E. JOHNSON

4779

FILED
MAR 26 1973
CLAY MYERS
SECRETARY OF STATE

NOTED
3-30-73K

5

OREGON STATE HIGHWAY DIVISION

7750

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 26, 1973

Power Rents, Inc.
10380 Cascade Avenue
Tigard, Oregon 97223

Attention: Irwin Schimmel
President

Gentlemen:

This is to acknowledge three letters of March 20 notifying us of your claims against Lewis Construction, Inc., as described below.

The first claim is for $807.52 for equipment charges during the months of November and December, 1972. From the description, this appears to be in reference to Contract No. 7833 with Schubert Company, Inc., for work on the Sylvan Interchange of the Sunset Highway in Multnomah County.

The second claim is for $588.77 for equipment charged in the months of November 1972 and January 1973. From the description this appears to be in reference to Contract No. 7834 with Schubert Company, Inc., for work on S. W. 12th Avenue-S. W. 18th Avenue (Goose Hollow) Bikeway Section of the Sunset Highway in Multnomah County.

The third claim is for $874.58 for equipment charged in the months of September, October, November, 1972, and February 1973. As described, this appears to be in reference to Contract No. 7750 with Schubert Co., Inc., for work in Mary S. Young State Park in Clackamas County.

The United Pacific Insurance Company, P. O. Box 1216, Tacoma, Washington 98401 furnished the performance bond on all three contracts. We will advise them of the receipt of your claim letters and we will forward them to the Secretary of State for filing.

NOTED
C. W. HEAD

Please advise this office when these claims have been satisfied.

Very truly yours,

C. W. HEAD

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

cc Schubert Co., Inc.
United Pacific Insurance Company

Hon. Clay Myers - Please acknowledge receipt of the attached claims on the enclosed copy of this letter.

POWER RENTS, INC. 10380 CASCADE AVE., TIGARD, OREGON 97223, PHONE 620-1235

March 20, 1973

Mr. Cecil Head
State Highway Division
Room 121
State Highway Building
Salem, Oregon 97310

Re: 7750

Dear Mr. Head;

We would like to file a claim againest Lewis Construction, Inc., 14515 S. W. Scholls Ferry Rd., Beaverton, Oregon 97005; Gary Lewis, Owner, for his refusal to pay off on a charge account in the amount of $874.58.

This equipment was charged in the months of Sept., Oct., Nov., 1972 and Feb., 1973, for Job 7750-Mary S. Young State Park-Clackamas County. We have received no payment on invoices totaling this amount.

The name of the bonding company is United Pacific Insurance, Co., P.O. Box 1216, Tacoma, Wash.

We are a new company of only one year, and we cannot afford this type of delinquent account without feeling the hardship. Anything that you could do to speed up this payment would be most appreciated.

Very truly yours,
POWER RENTS, INC.

Irwin Schimmel
President

IS/td

NOTED
C. W. HEAD

RECEIVED
NOV 1 1972

7750

C gen files

Salem, Oregon
November 13, 1972

Mr. V. E. Skoog
Attn: Clare Palmer
Mr. C. T. Keasey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Schubert Company, Inc.
Time Certificate of Deposit
Correction Letter

On November 7 we forwarded to you a letter and a receipt from the State Treasurer advising of the receipt of a Time Certificate of Deposit in the amount of $15,000 from Schubert Company in lieu of retainage on Contracts Nos. 7833 and 7834.

We failed to include that this also applied to Contract No. 7750.

C. W. Head, Secretary

fkm

Oa/E

Salem, Oregon
November 7, 1974

Schubert Company, Inc.
Contract Nos. 7833 and 7834
Time Certificate of Deposit

Mr. V. E. Skoog
Attn: Clare Palmer
Mr. C. T. Kelsey
Attn: John Bond
Mr. L. H. Young
Attn: Vince Gallagher

Attached are copies of a letter and a receipt from the State Treasurer advising of the receipt of a Time Certificate of Deposit in the amount of $15,000 from Schubert Company in lieu of retainage on Contracts Nos. 7833 and 7834.

We have retained copies for the General Files (filed under each contract number) and in our office under the name of the contractor.

C. W. Mead, Secretary

fkn
Att.

State of Oregon

Treasury Department
Salem 97310

ROBERT W. STRAUB
State Treasurer

November 2, 1972

Schubert Company, Inc.
General Contractors
2905 S. E. Lawnfield Road
Clackamas, Oregon 97015

Gentlemen:

Per instructions from the Department of Transportation, we are enclosing safekeeping receipt No. 543 dated November 2, 1972, in the amount of $15,000.00, Time Certificate of deposit First National Bank of Oregon, Clackamas, Oregon.

This Time Certificate of Deposit is in lieu of retainage on State Highway contracts Nos. 7833, 7750 and 7834.

Very truly yours,

ROBERT W. STRAUB, State Treasurer

By

Merle Crowe, Cashier

LJ; kf
Encl.

cc: State Highway Department
Cecil Head

RECEIVED
NOV.
STATE HIGHWAY DEPT.

NOTED
C. W. HEAD

COPY

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 548

Received for Account of Schubert Co. Inc. General Contractors

Date November 2, 1972

Address 9905 S. E. Lawnfield Road
Clackamas, Oregon 97015

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit First National Bank of Oregon, Clackamas, Oregon Dated Oct. 31, 1972 Due Oct. 31, 1973 5.25%	70053	1	15,000				15,000.00
							15,000.00

Purpose of Deposit In Lieu of retainage on State Highway Contracts No. 7833 Sylvan Interchange Section, ~~No. 7750 Mary S. Young State Park and No. 7834, Goose Hollow Bikeway~~.
Chapter 747, O.L. 1971

Authority

Countersigned by Myrtle Crown Deputy Cashier

Robert W. Straub
State Treasurer

SPECIAL INSTRUCTIONS

RECEIVED
SEP 5 1972

5

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE
Salem, Oregon

7750

DATE September 5, 1972

TO Mr. Clare Kuiper
Resident Bridge Engineer

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Mirrors - Mary S. Young State Park, Contract 7750
Dabney State Park, Contract 7778

Due to recent complaints from shorter-than-average people, the Highway Administration has requested that "when there are two, mirrors shall be staggered in elevation."

Will you please instruct the general contractors for the above two jobs to install one of the mirrors (both men's and women's sides) two tiles lower or at approximately 3' 3 1/4" above the finished floor.

EDH:dh

cc D. G. Talbot
L. P. Shaw
A. A. Rear
E. D. Heyen
A. E. Johnson

I called this to Ray Wilson's attention 1:50 PM 9/6/72. This height (3'-3¼") is for super pigmy types unless the mirror is at least 20" vertical.
Shaw

RECEIVED
SEP 6 1972
OFFICE OF
LLOYD P. SHAW
ASSISTANT STATE HIGHWAY ENGINEER

7750 Salem Parks

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Mary S. Young State Park	WEEK ENDING: August 5, 1972
		SECTION PREFIX: 3-3716
	HIGHWAY: ———	COUNTY: Clackamas
NAME OF JOB: Mary S. Young State Park	KIND OF WORK: Grading, Paving, and Facilities	
CONTRACTOR: Schubert Co, Inc.	CONTRACT NUMBER: 7750	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 31, 1972	DATE WORK STARTED: July 6, 1972	ESTIMATED COMPLETION DATE: October 31, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: SUPERVISION:	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
PROJECT AUTHORIZATION: $202,517.48	SPECIFIED COMPLETION DATE: October 31, 1972	PERCENT OF TIME ELAPSED: 43%
EXCLUSIVE OF ENGINEERING: $186,456.83	ENGINEERING AUTHORIZATION: $16,058.65	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 40.2%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $186,456.83	ENGINEERING COST TO DATE: $7,000.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 37%
ESTIMATED PERCENT OVERRUN / UNDERRUN: — %	PERCENT OF AUTHORIZATION: 43.5%	DATE PROJECT WAS COMPLETED:

ESTIMATED PERCENT COMPLETE (ROADWAY)

CLEARING	DRAINAGE	GRADING	BASE	~~SURFACING~~ PAVE.	MAT'L. PROD.		
80	85	60	75	0	Irrigation System 20%		

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT					
MILES PARTIALLY COMPLETED					
MILES COMPLETED					
TOTAL ESTIMATED QUANTITIES (CONTRACT)		7,700T			2,350
TOTAL QUANTITIES CORRECTED TO DATE		7,700T			2,350
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE		5,810			
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

Drott 175 Loader, Vibratory roller, blade, dump trucks
Drott jumbo backhoe, International 3414 backhoe, ditch witch.

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	Toilet Bldg.							
PERCENT	40%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY				
MONDAY	Sunny			
TUESDAY	Sunny			
WEDNESDAY	Fair			
THURSDAY	Sunny-warm			
FRIDAY	Sunny			
SATURDAY				

Routing
Keasey
Bond
Walker
Johnsen

RECEIVED
AUG 8 1972
CONSTRUCTION SECTION

Pease
Glenn
Litchfield
Berg

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	Hauling 1½"-0 aggregate base and placing on parking area and entrance road. Installing 6" sewer pipe lower end of sewer system.
TUESDAY	Leveling dirt along entrance road for later backfilling behind curbs. Trenching and laying 6" sanitary sewer pipe.
WEDNESDAY	Trenching for irrigation system. Trenching for power service line. Trenching and laying 6" sanitary sewer pipe. Installing perforated concrete shell for submersible pump.
THURSDAY	Forming and grading for remainder of sidewalk at Toilet Bldg. Hauling and placing 1½"-0 aggregate base in parking lots.
FRIDAY	Placed concrete in sidewalks at Toilet bldg. Hauling and placing 1½"-0 aggregate base in parking lots.
SATURDAY	

REMARKS

1½"-0 Aggregate base nearly complete on parking area and entrance road.
Sub K.F. Jacobson plans to pave next week.

SIGNED C. L. Kuiper LOCATION Milwaukie

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP°F216

RECEIVED
JUN 8 - 1972
FOR FILING
7750

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 5, 1972

TO Mr. C. T. Keasey
Construction Engineer
BUILDING

FROM Frank L. Hall
Design Engineer

SUBJECT Mary S. Young State Park
Contract No. 7750
Footpaths and Bicycle Paths

The following items are chargeable to footpaths and bicycle trails on the subject project:

Item No.	Item	Unit	Quantity	Contract Price	Total
5	Aggregate Base	Ton	363	4.00	1,452.00
6	Class "C" Asphalt Concrete Mixture	Ton	253	7.40	1,872.20
7	Asphalt Cement in Mixture	Ton	17	34.00	578.00
				TOTAL	$3,902.20

CGS:jg
cc: F. B. Klaboe
V. E. Skoog
C. G. Swenson
Jim McLure

NOTED
F. B. KLABOE

RECEIVED
JUN 6 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 2 - 1972

FOR FILING

7750

June 1, 1972

Schubert Company, Inc.
9905 S. E. Lennfield Road
Clackamas, Oregon 97015

Gentlemen:

The State Highway Commission on May 31, 1972, awarded to you State Highway Contract No. 7750 in the amount of $175,769.50 for the Mary S. Young State Park Project in Clackamas County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc C. T. Keasey
Walt Hart
L. W. Bulick
Enrique Rodriques
Wm. Geibel (SALF)

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MAY 11 1972
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7750

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: May 8, 1972

SUBJECT:

To: R. W. Ellison
Bridge Administration
Salem, Oregon

Wayne F. Cabire
for

FROM: L. W. Rulien
Regional Engineer
Milwaukie

SUBJECT: Mary S. Young State Park
Clackamas County
Bridge No. 13562

Attached herewith find copy of Application for Building Permit for Toilet Building on subject project from the City of West Linn.

Mr. B. R. Vaugham, Sanitarian for Clackamas County indicated that a permit was not required from the County since the subject project was within the City of West Linn.

Purchase Order No. H114595 has been initiated for payment of said permit.

WC:mac

RECEIVED
MAY 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

cc: A. E. Johnson
D. G. Talbot
A. A. Rear
C. G. Swenson

NOTED
A. E. JOHNSON

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APR 18 1972
FORM E-30
FOR FILING

7750.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 13, 1972

SUBJECT: Mary S. Young State Park

To: MEMO TO THE FILE

On April 4 Larry Jacobson, Jim McClure and I met with representatives of the Lake Oswego and West Linn bicycle groups. Also present were Ron Russell, Lake Oswego Director of Parks and Recreation. Elaine Yandle, Recreation Program Coordinator, and Mary Goodall, City Councilwoman.

The group looked at the proposed route from Lake Oswego south to Mary Young and also looked over Mary Young Park and our proposed plan of development. A dinner meeting was held in West Linn.

Until the husband of one of the interested ladies changed everybody's mind at the dinner meeting (he was not present in the afternoon), we had both groups pretty well convinced that, with the bicycle path running in front of Mary Young Park, there was little need to run an additional path through a short distance to the east. Dr. Weeks said that he sympathized with our problems, but didn't want to have to ride around the park.

I asked both groups to send us an official communication from their cities. I suggested that they include their thoughts about the bike path system with the cities' other comments about our proposed development plan for Mary S. Young. They said that they would do this.

From a park management standpoint, it would be better to have only one entrance to the park. However, we could live with a north-south bicycle path which bisected the park if it was located in the right place--not along the river, but instead, further west up on the main bench approximately on the line of the old railroad right-of-way. If both cities officially request the bisected path, I recommend that we go along, but not until their sections are assured.

David G. Talbot
State Parks Superintendent

RECEIVED
APR 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DGT:db
cc: F. B. Klaboe
L. P. Shaw
Jim McClure
Larry Jacobson
Warren Gaskill

GAME COMMISSION

OFFICE OF THE DIRECTOR

7750

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

March 23, 1972

State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

cc's sent 3/27/72

E. S. Hunter
L. H. Young
W. J. Hart (2)
C. G. Swenson
W. H. Tebeau
F. E. Terpin (2)
J. B. Boyd (2) L. W. Rulien(2)

Dear Sir:

This is in reply to your letter of January 18, 1972, regarding our interest in the following projects:

1. Center Street Bridge Section, Willamina-Salem Highway, Polk and Marion Counties

2. Mary S. Young State Park, Clackamas County

We concur with the comments sent to you by the Fish Commission of Oregon regarding this proposed construction.

We appreciate the opportunity to comment.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

NOTED
E. S. HUNTER

ROK:ae

cc: Director FCO

RECEIVED
MAR 20 1972
FOR FILING

7750

March 17, 1972
Salem, Oregon

Mr. Victor D. Wolfe
Location Engineer

BUILDING

Mr. Klaboe has recently corresponded with and talked to Mr. William C. Gregory, Principal, Cedaroak Park School. He has indicated that the Highway Division is agreeable to providing to the City of West Linn's bicycle path a connection which crosses Mary S. Young State Park. This would be a day time use only and have gates at the park boundaries which would be locked each night. — Copy

Please contact the Principal of the School and the City and work out a proposed plan. This must be done with the knowledge of our State Parks Section.

Depending upon how the pathway fits into the contract for the Mary S. Young development, we probably will not construct our portion until the City paths are under construction.

Copies of the appropriate correspondence are attached.

E. S. Hunter
Assistant State Highway Engineer

ESH:jf
Attachments
cc: F. B. Klaboe
Lloyd P. Shaw
Dave Talbot
R. N. Bothman

WEST LINN PUBLIC SCHOOLS

DISTRICT No. 3

WEST LINN, OREGON

CHESTER L. TUNNELL, SUPERINTENDENT

February 29, 1972

Mr. George Baldwin
Highway Administrater
Salem, Oregon

Dear Mr. Baldwin,

I am writing to you concerning the proposed bicycle path through the Mary Young Park in West Linn. I was under the impression that a decision had been made to have a path go through this park area so that our boys and girls would not need to ride on the shoulders of the highway. I now understand that this is not correct.

This is a very dangerous piece of highway for our boys and girls to be riding their bicycles. Having a bike path through the park area definitely would decrease any danger to these children. I am very concerned about the welfare of our children when they need to be traveling through this area at the present time. Anything you can do to promote a bicycle path through the Mary Young Park will be appreciated by our school personnel and also by the parents of our boys and girls.

Very truly yours,

William C. Gregory

Principal
Cedarcak Park School
4515 S. Cedarcak Drive
West Linn, Oregon 97068

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MAR 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 31 1972
FOR FILING

FILE
1

7750

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 20, 1972

To: THE FILES

SUBJECT: Mary S. Young State Park

Following a discussion with Warren Gaskill on the above subject during which he informed me that the Maintenance and our local forces were about to begin work on the highway widening project, relocation, and bicycle path, I instructed him to not allow trees to be cut until the following things had been accomplished:

1. Check the deed to be completely certain there would be no problem with heirs. This has been done.

2. Make Stiles personally responsible that every possible tree is saved. This has been relayed through both Gaskill and Rulien.

3. Larry Rulien is to touch base with the local people. He said that he would contact the City.

4. I want to be sure that the bicycle path plan for that area included a provision to have the path go around the park rather than through it. Rulien informed me that the path was to go in the front.

David G. Talbot
State Parks Superintendent

DGT:bt

cc: Warren Gaskill
Larry Rulien
Frank Stiles
L. P. Shaw

RECEIVED
JAN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

LLOYD P. SHAW

JAN 19 1972

FISH COMMISSION
Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish Culture
Engineering Carnegie
Water Res.
Surname

OREGON STATE HIGHWAY DIVISION

7250

HIGHWAY BUILDING • SALEM, OREGON • 97310

January 18, 1972-Ed.

Mr. Thomas E. Kruse
Acting State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

Attention: Mr. Burt Carnegie

cc: E.S. Hunter
L.H. Young
W.J. Hart (2)
C.G.Swenson
W.H. Tebeau
F.E. Terpin(2)
J.B. Boyd (2)
L.W. Rulien(2)

Dear Sir:

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, herewith preliminary plans for the following projects scheduled for contract letting March 30, 1972.

1. Center Street Bridge Section
   Willamina-Salem Highway, Polk and Marion Counties

2. Mary S. Young State Park
   Clackamas County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

NOTED
E. S. HUNTER

RECEIVED
OFFICE OF
STATE FISH COMMISSION ENGINEER

S.N.R. 1-24-72 for Donald K. Rauch
Frank L. Hall
Design Engineer

Enclos.

Dear Frank,
#1. Center St. Bridge should have no fishery conflicts provided river water quality is maintained.
#2. If pump intake is installed below streambed line as shown in sketch, there should be no fishery conflicts. But if intake is above gravel bed there will be screening criteria requirements to prevent fingerling fish from entering the pump.
Burt

VI 2B-16 (3 - 04)

OREGON STATE HIGHWAY DEPARTMENT

WORK ORDER FOR FILING MAINTENANCE OR BETTERMENT

7750

FORM E 440 (REV. 5-68)

CLASS OF WORK

- [X] MINOR BETTERMENT
- [ ] EXTRA GANG MAINTENANCE
- [ ] SECTION MAINTENANCE
- [ ] BRIDGE BETTERMENT
- [ ] BRIDGE MAINTENANCE
- [ ] BETTERMENT—BUILDINGS AND MISCELLANEOUS PROPERTY
- [ ] MAINTENANCE AND OPERATION—BUILDINGS AND MISC. PROPERTY
- [ ] PARKS—MAINT. AND BETTERMENT

PREFIX	DIVISION NUMBER	DISTRICT NUMBER	FOR THE YEAR	DATE SUBMITTED
3-1204	1	2B	1971 - 72	Dec. 9, 1971

HIGHWAY	NAME OF SECTION, BRIDGE OR PARK
Oswego No. 3	Oswego - West Linn

NAME, TYPE AND PURPOSE OF WORK	FROM MILE POST	TO MILE POST	AUTHORIZATION (1ST, 2ND, 3RD, ETC.)
Construct Left Turn Refuge	9.06	9.40	1st

DETAILED DESCRIPTION OF WORK AND ESTIMATE OF COST	FUNCTION	AMOUNT
Widen existing highway to provide left-turn channelization for Southbound Oswego Hwy. traffic into the entrance of Mary S. Young State Park. All widening to be on the easterly side of highway.		
Labor, equipment, and material Estimated cost	178	$30,000

APPROVED:

R. N. BOTHMAN
MAINTENANCE ENGINEER

MAINTENANCE ENGINEER
RECEIVED
DEC 27 1971
ME AME APE OE AG
BME ES AA FILE TA

3/15
1 COPY THRU MR HUNTER
TO GEN. FILES.

NOTED
E. S. HUNTER

DATE WORK TO START: Immediately

ESTIMATED DATE OF COMPLETION: June 1, 1972

INSTRUCTIONS:
1. ORIGINATOR—Submits 3 copies to Division Engineer for approval.
2. DIVISION ENGINEER—Sends original to Controller for budget control.
3. DIVISION ENGINEER—Files 2nd copy and returns approved 3rd copy to Originator.
4. ORIGINATOR—Uses approved 3rd copy as his authority to perform work.

Descriptions, estimates and other information given on a revised order should cover work under previous authorizations as it is intended that the revised order will replace the previous one rather than serve as a supplement to it.

THE CONTROLLER WILL MAKE THE FINAL DETERMINATION ON WHETHER CHARGES ARE TO BE MADE AGAINST MAINTENANCE OR BETTERMENT.

Estimated cost of work to be done under this order as per above estimate . . . $30,000

Amount previously authorized under this order . . . . . —

Increase or decrease in authorization . —

Submitted by: Clair L. Kuiper

Approved:

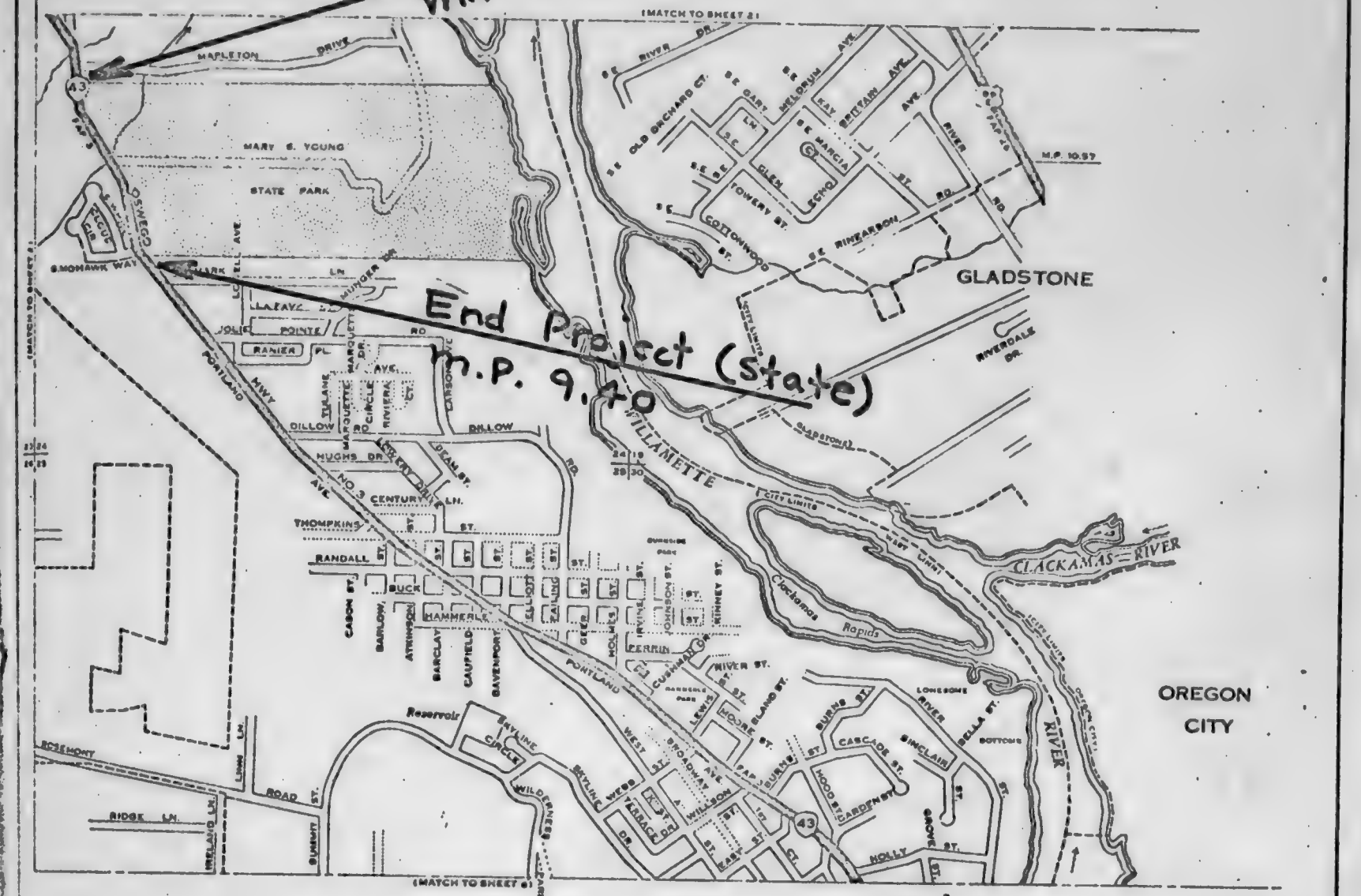
DIVISION ENGINEER

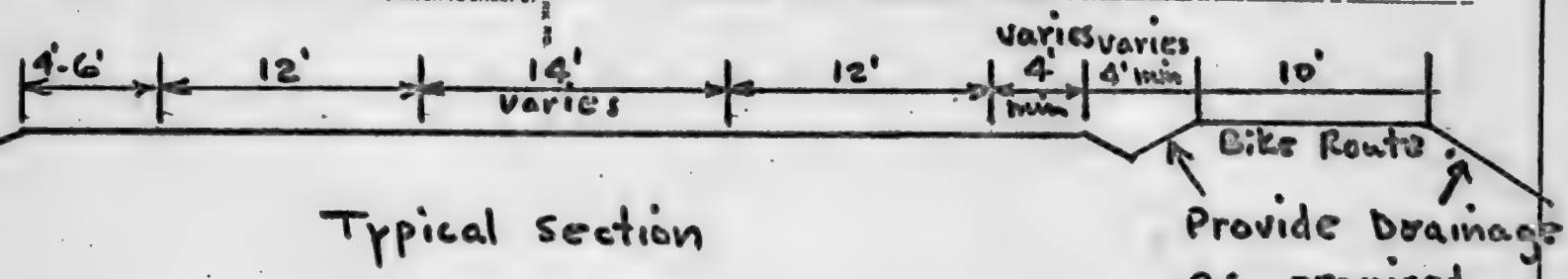
NOTES: A separate work order is to be submitted for each class of work.
This order does not constitute authority for expenditures until approved and returned.
NO CHARGES WILL BE MADE TO THIS WORK ORDER UNTIL IT HAS BEEN APPROVED BY THE DIVISION ENGINEER.

SP*F246

Begin Project (State)
M.P. 9.06

End Project (State)
M.P. 9.40





Typical section

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

T2S R1E R2E W. M.

WEST LINN

CLACKAMAS COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
IN COOPERATION WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 6,650

Scale in Feet

Revised September 1969

SHEET ARRANGEMENT

SHEET 4 OF 6 SHEETS

December 22, 1971

GENERAL NOTES & PROSPECTUS
Construct Left Turn Refuge
Oswego Highway #3
M.P. 9.06 — M.P. 9.40
Mary S. Young State Park

This project consists of widening the existing Oswego Highway to provide left turn channelization for Southbound Oswego Highway traffic at the entrance to Mary S. Young State Park. The typical section will provide for 2 - 12' lanes, 14' variable median and 2 4-6' shoulders. A 10' Bike Route will be provided along the east side of highway adjacent to the relocated park chain link fence.

Four cross culverts will require extending on the east side to accomodate the required widening. The existing 1800' of chain link fencing is to be salvaged and reinstalled. Clearing consists of brushing for the pipe extensions and removal of several trees to provide for necessary widening and relocation of chain link fence. The highway widening is design for a min 12", 1½" -0 base rock, min 2" of 3/4" -0 leveling coarse base, and 4" of asphaltic concrete wearing surface.

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SEP 14 1971
FOR FILING

7250

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 27, 1971

SUBJECT: Dam
Mary S. Young State Park

To: L. E. Young
Program and Planning

Attention: Bill Tebeau

The Bridge Section is designing a small dam at Mary S. Young State Park and they have informed me that it will be necessary for you to investigate and report water flows, etc., before they can adequately do the design work.

Please proceed with gathering the necessary information and data. If you have any questions regarding this please call me.

David G. Talbot
State Parks Superintendent

By

Warren Gaskill, Assistant
State Parks Superintendent

WG:bt

RECEIVED
JUL 26 1971
FOR FILING

7750

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1971

SUBJECT: Mary S. Young State Park
Clackamas County

To: Mr. Tom Edwards
Deputy State Highway Engineer

We plan to undertake work in Mary S. Young Park which will result in public use of the area. The resulting increase in left-turn traffic at the park entrance will conflict with about 10,000 ADT.

An estimate of cost to construct turn refuges has been made on the basis of contract work. Very likely, our own forces could install an adequate facility for less than the estimated $70,000. I would appreciate your consideration of not going through formal contract.

Lloyd P. Shaw
Assistant State Highway Engineer

LPS:ajw
bc R. L. Porter

Ed
Have Rulison build a cheap model minor bottomout style.

cy - thanks 6-28-71

Copy to Seidel 6-28-71

7751 Columbia R. Hwy. - Old Portland Rd. Sec. (Gable Rd.) (Grad., pav. & Signals) 1972

CIA 4475 - 5-4-72
RA 731-7-10-72

fas 574
Col Co

September 25, 1975

Columbia County Board of Commissioners
Courthouse
St. Helens, OR 97051

Gentlemen:

Final costs, as shown in the enclosed cost statement, are now available on:

Lower Columbia River Hwy.-Old Portland Road Sect.
Gable Road, FAS 574

In accordance with an agreement dated July 9, 1968 and the county's request, the amount of $10,085.46 will be deducted from your FAS funds.

Very truly yours,

Robert H. Prange
Rural Engineer

RHP:ljt

Enclosure

☐ ENGR. ☐ AC... ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS DATE:

County Columbia Contract No. 7751 Date Completed 4/25/73

FAS 574 Section Lower Columbia River Hwy.-Old Portland Road

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payments to Contractor	(Fed. Part.)	$174,000.36
Paint traffic lines	(Fed. Part.)	1,036.29
Payment for utilities	(Fed. Part.)	41,472.26
Engineering		30,021.51
		$246,530.42
Payments to Contractor	(Non Part.)	$ 183.11
Traffic Lines	(Non Part.)	77.89
Utility payments	(Non Part.)	266.52
Engineering	(Non Part.)	321.05
Total	(Non Part.)	$ 848.57
Total cost of Project		$247,378.99
Federal funds collected		167,735.59

Per agreement County's share of construction costs
1/2 ($246,530.42-$167,735.59+$321.05)+$527.52=$40,085.46

County's share of construction costs	$ 40,085.46
County's advance deposit	30,000.00
	10,085.46

At the County's request the remaining balance of $10,085.46 is to be made up by transferring funds from County funds to State Highway funds.

Reference: Billing Form cc 1526

7751 — STATE COPY

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
EHS-S-SG-157(3)	Columbia	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Construction of 0.57 mile of roadbed widening, aggregate base, bituminous base and asphalt concrete pavement and the installation of traffic signals on the Columbia River Highway-Old Portland Road Section of FAS 574 spur near the south city limits of St. Helens in Columbia County.

COPY SENT

JAN 11 1974

REGIONAL OFFICE

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
S. D. Spencer and Son	$ 178,255.00

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

1-14-74 cy Coulter Young

SIGNATURE *(SHD Official)* _____

TITLE _____

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED *(Width* 40' *feet)*

TYPE CODE NUMBER	NET LENGTH *(Miles)*	BASE SURFACING WIDTH *(Feet)*
6203	0.566	40'

STRUCTURES OVER 20-FOOT SPAN

TYPE CODE NUMBER	NET LENGTH *(Miles)*

NOTED H.S. COULTER

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
P. E. O'Neil, Asst Area Engineer	6/13/73

12. IN COMPANY WITH
W. Scofield, Res Engr, OSHD K. Almquist, Hwy Engr Trainee, FHWA

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE P.E.O'Neil for W. N. Bryant, Area Engr P E O'Neil		16. SIGNATURE G. L. Green	
14. TITLE Asst Area Engr	15. DATE 7/1/74	Division Engineer	18. DATE 1-7-74

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

7751 - 5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 11, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7751, Work Completed April 25, 1973

Project Columbia River Hwy. - Old Portland Rd.

Highway FAS 574 Spur(Cable Rd.) County Columbia

Type of Work Grading, Paving, Signals

Contractor S. D. Spencer & Son

Recommended Acceptance Date July 11, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 14, 1973 for your formal concurrence.

VG:dqk

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7751

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 2, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
Columbia River Highway-Old Portland Road (Gable Road) Section, FAS 574 Spur
Contract No. 7751

S. D. Spencer and Sons, contractor on the subject project, requested a 30-day extension of their contract time in February before this project was completed. The contractor cites late changes in the signal work and also cites his June 23, 1972 letter in which he agreed to extending the time for award to 45 days but with an extension of the contract time. Bids were opened on May 25, 1972, with three bidders. The project was completed April 25, 1973, with 67 days liquidated damages accrued at $100 per day for a total of $6,700.

The project involved a crossing of the Burlington Northern railroad track, requiring a PUC application and a three-way agreement with the Railroad. (This project was on a Columbia County road that is on the Federal-aid Secondary system.). After the May 25 bid opening, we encountered a delay in securing a satisfactory railroad agreement. This prompted a contact with Spencer to extend the 30 days ordinarily allowable for us to award after opening bids and resulted in his June 23 letter referred to above. The contract was first sent to the contractor July 10, 46 days after the bid opening. An extension of 26 days is justified for this reason. Price Agreement 3 made a late revision in the signal work and justified a 30-day extension. An additional 11 days is justified for the time charged while awaiting completion of minor corrective signal and signing repairs.

I have granted a 67-day extension of time. This will delete all time liquidated damages which have accrued. This is a Federal-aid Secondary project and does not require specific approval of the Federal Highway Administration. This matter will be on the agenda for your concurrence at the July 10 meeting.

bc C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
L. W. Rullen
V. L. Gallagher
Gary Sund

JAB:fw ms

7751

June 29, 1973

S. D. Spencer & Son
4615 NE 72nd Avenue
Vancouver, WA 98661

Gentlemen:

Your request for a time extension of 30 days on Contract No. 7751 for work on the Columbia River Highway-Old Portland Road (Gable Road) Section of FAS 574 Spur in Columbia County has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 67 days is granted which will delete all time liquidated damages on the project.

This extension is based on the delay in award, Price Agreement 3 work added, and the seasonal influence of trading for winter time.

Very truly yours,

F. B. Klaboe
State Highway Engineer

bc C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
L. W. Rulien
W. J. Scofield
V. L. Gallagher
FW ms

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 25, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Request for Time Extension
Columbia River Hwy. -Old Portland Road (Gable Road) Section
FAS 574 Spur
Contract No. 7751

FROM: John A. Bond
Construction Administration Engineer

S. D. Spencer and Sons requested a 30-day extension of their contract time in February before this project was completed. The contractor cites late changes in the signal work and also cites his June 23, 1972 letter in which he agreed to extending the time for award to 45 days, but also requested that the time count be changed from straight calendar days as specified to calendar workdays in order to get the benefit of three months winter dormancy. In responding to this request, the field has not referred to this delay in award situation, but I believe it is pertinent and has to be considered now.

Bids were opened on this project May 25, 1972 after being delayed from earlier on the bid schedule. The project involved a crossing of the Burlington Northern Railroad track and involved a PUC application and a three-way agreement with the Railroad. (This project was on a Columbia County road that is on the Federal-aid Secondary system.) The project involved a signal installation which was expected to control the contract time which was accordingly set in straight calendar days with 180 days allowed in anticipation that the signal work could proceed on into the winter time.

After the May 25 bid opening (three bidders) we encountered a delay in securing the railroad agreement. This prompted the contact to Spencer to extend the 30 days ordinarily allowable for us to award and resulted in his June 23 letter referred to above. The contract was actually first sent to Spencer July 10 or 46 days after the bid opening. This is 26 more than is allowed under Section 103.08 and in this situation we have ordinarily recognized the extra days as time extension. This would justify 26 days on just the late award reason.

RECEIVED
JUN 26 1973
Office of
Assistant State Highway Engineer

In his June 23 letter, Spencer requested that the time definition be changed to calendar workdays. His extension of the award time was apparently not clearly contingent on us doing this. I find that a stop work order was in effect from January 11 to February 1 during the winter period while the railroad was adjusting their tracks to fit the new construction. This leaves 61 winter days which were charged against the contract and the contractor worked through part of this time. He did the paving in February.

I find no clear obligation to extend the time for these 61 days, but perhaps it should influence our consideration on the other reasons.

Price Agreement 3 dated February 7, 1973 in the amount of $2,819.60 made a late revision in the signal work to fit a changed channelization and striping plan on the Columbia River Highway end of the project. This price agreement did not change any poles or controller equipment, but did require an additional timer and relay and wiring changes which prolonged the signal work. The roadway work was all completed and the project was 90 percent done by February 17 with 179 days charged or only one day before the 180 days allowed expired. All work had been done by March 20, but it took until April 25 to get the project completed. On that date, the signals were activated and this is considered the final completion date. At that point, 67 days liquidated damages had accrued at $100 per day. From March 20 to April 25 (36 days) only some corrective work on the signals remained. This was on loop amplifiers and two illumination sign faces. This corrective work was done in just one day on April 25. I find no reason for this long delay.

I believe if the contractor had prepared this request for extension after project completion, he would certainly have requested more days. I would concur in the 30 days recommended by the Region and Resident for the late signal change, but in addition I would recommend the first 26 days for the late award. This would leave 11. I doubt that we should charge the last 36 days for only one day of corrective work. I therefore recommend a complete time extension of 67 days which would eliminate all liquidated damages.

Since this is a Secondary project, we do not need specific FHWA concurrence. Rough draft letters to the Commission and the contractor on the above basis are attached.

JAB:fw
Enc.
cc V. L. Gallagher

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N. E. 72nd Avenue • Phones: Vancouver 693-4719 • Portland, 285-9232
VANCOUVER, WASHINGTON 98661

7751

June 23, 1972

Oregon State Highway Department
Mr. Young - Programming Section
State Highway Department
Salem, Oregon 97310

Re: Columbia River Highway-
Old Portland Road
Columbia County

Gentlemen:

Regarding your telephone request of June 22, 1972 and in accordance with Section 103.02 of the Standard Specifications, we hereby agree to an extension of award time from 30 days to 45 days.

However, said agreement is given with the understanding that the provisions in Section 103.08 of the Standard Specifications, regarding extension of time of completion of work will apply.

We further respectfully request a change in contract time from calendar days to calendar work days. Said request being occassioned because extension or delay in award and notice to proceed occurs during the Prime Construction season and will most likely cause the contract work to extend into the wet weather season.

Very truly yours,

George D. Spencer
S. D. Spencer & Son

cc Klabos
Johnson 6-26-72
Keasey

GDS/jl

RECEIVED
JUN 26 1972
PROGRAMING SECTION

RECEIVED
JUN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Ordway
NOTED
I H YOUNG

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: June 14, 1973

SUBJECT:

To: Mr. C. T. Keasey
Construction Engineer
Att: John Bond

FROM: D. H. Haller, Jr.
Regional Constructinn Engineer

Routing

Keasey — Bond — Jackmond — Hardt — Johnson — Walker

RECEIVED
JUN 15 1973
CONSTRUCTION SECTION

Pease — Glenn — Berg

SUBJECT: Time Extension

Columbia River Highway -
Old Portland Road Section
Contract No. 7751

Attached find Contractors Request for Increase in Number of Workdays to Complete Construction Contract, correspondence and documentation concerning the request.

I would concur with Mr. Scofield and recommend the granting of 30 additional days.

DHH/bd
att
cc: W. J. Scofield

SP*52475-734

FORM M-80X

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE May 29, 1973

TO D. H. HALLER, Jr.
Regional Construction Engineer

FROM W. J. SCOFIELD
Resident Engineer

SUBJECT Time Extension
Columbia River Hwy.-Old Portland Rd. Section
Contract No. 7751

REGION 1 ☐ RE ☐ RME ☐ RCE ☐ OE
MAY 30 1973
☐ TE ☐ UE ☐ DES ☐ SEC

This contract was completed on April 25, 1973. There was an overrun of sixty seven calendar days over the 180 days specified. All the roadwork was completed in 179 days. It was traffic signal work that ran into the overtime, initially due to controller revisions called for under Price Agreement No. 3, but later prolonged by deficient loop amplifiers and sign legends supplied by the Econolite Company.

The 180 day calendar day allottment ran out on February 17, 1973. The contractor, S.D. Spencer, submitted "Request for Time Extension" forms for a 30-day extension. I concurred on this extension in my letter of February 26, 1973. The basis for the extension being the afore mentioned revisions under Price Agreement No.3. When first informed of the signal revision, subcontractor Comstock Company stated there would be a 30-day delay in acquiring the rewired controller, I wrote the company on January 19, 1973 that the revision was "firm" and to proceed with the change order. The rewired controller and other components arrived on the project on March 6, 1973. Signal work carried on until completed on March 20, one day over the requested 30-day extension. However, there were malfunctions in the loop amplifiers and wrong sign legends that were unacceptable even for temporary use.

Howard Harris informed me that the signal project on Forest Grove had the same loop amplifier problem and the subcontractor was warned as early as July 1972 to correct the matter. Howard concurs with me that the 30-day extension is justified, although somewhat generous since it terminated well beyond the subcontractors predicted 30-day delay due to the change order. To date, no request for an additional extension has been received from the contractor.

In summary, my recommendation is a 30-day extension to the specified 180 days making a total of 210 calendar days, justified by delay due to the Price Agreement No. 3 signal revision. This will leave 37 days on penalty.

WJS/pw

FORM E-301

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE May 25, 1973

TO D. H. HALLER, Jr.
Regional Construction Engineer

FROM W. J. SCOFIELD
Resident Engineer

SUBJECT Pertinent Dates - Extension of Time
Columbia River Hwy.-Old Portland Rd. Section
Contract No. 7751

The following are pertinent dates concerning the justification for a thirty-day time extension on subject project on the basis of the traffic signal revisions. These dates occurred in 1973 and are in addition to those listed by Jarard Richardson.

January 19 - Letter from S.D. Spencer quoting price for signal revision and citing possible 30-day delay acquiring revised controller.

January 23 - My letter to Comstock Construction Company indicating "firm" decision to make signal revision.

February 7 - Date on Price Agreement for signal revision.

February 14 - Copy of letter from Econolite to Comstock stating rewired controller in "limbo".

February 17 - Forms received from Contractor requesting 30-day time extension.

February 17 - End of Special Provision 180 day allotment.

March 6 - Revised controller and other needed items arrived on job.

March 19 - End of 30-day "Request for Time Extension" period.

March 20 - All signal work completed, but loop amplifiers and some sign legends unacceptable.

April 25 - Corrective work on loop amplifiers and sign legends done and signals considered completed and acceptable.

WJS/pw

FORM S-30 SOM 3-61 54307

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Tigard, Oregon
April 10, 1973

SUBJECT: Time Extension

Columbia River Hwy-Old Portland Rd.
FAS 574 (Spur) Gable Road
Columbia County
Contract No. 7751

To: W. Scofield
Resident Engineer
Millwaukie, Oregon

Find below dates and data I hope will be helpful when you assess L.K. Comstock's request for time extension on the subject project.

December 4, 1972---1st indication that 4 more loop detectors were needed. (Richardson & Failmezger)

December 5, 1972---Meeting on project (Harris, Failmezger, Zirbies, Richardson) to discuss change. Zirbies will send revision.

December 12, 1972---Letter to Comstock from Harris advising of probable change.

December 12, 1972---Revision sent out from Salem, to Scofield.

December 20, 1972---Revision sent to Comstock, from Scofield.

Above revision still not complete. Sign legends have not arrived and new loop amplifiers have not been wired into controller.

Loop Amplifiers

October 31, 1972---Sent to Bridge Division, by Harris for approval.

November 9, 1972---Received back from Bridge "Returned for Correction".

November 9, 1972---Sent to Comstock with note "Must be Re-submitted".

Loop Amplifiers have not been resubmitted at this time. Expect word from L.K. Comstock at any time that all of the above work is being done.

Yours Truly,
Jarard G. Richardson
Jarard G. Richardson
Asst. Res. Br. Engr.

OREGON STATE HIGHWAY COMMISSION

2-27-73

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7751 Contractor S. D. Spencer & Son

Highway FAS 574 Spur - (Gable Rd.)

Section Columbia River Hwy-Old Portland Rd.

Kind of Work Grading, Paving & Signals

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 67 days for late award of contract, late Price Agreement 3 on signals and late time charged awaiting signal corrective work.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

Contract No.	7751
Project designation	EHS-S-SG-157(3) (State Federal)
Date awarded	7-7-72
Work started	8-31-72
Per cent completed	100% 4-25-73 (Date)
No. of Workdays Allowed	180
No. of Workdays Used	247
No. of Added Workdays Requested	30

SP*6296-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date February 17, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 180 days to 210 days, within which to complete our Contract No. 7751, without the assessment of liquidated damages. The said contract is described as follows:

Columbia River Highway-Old Portland,Road Section

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

All contract work, except the revised traffic signal work, has been completed as of Friday, February 16, 1973. Reference is herein made to our letter dated June 23, 1972 and our letter dated January 19, 1973, wherein we have requested additional time to obtain the changed equipment and to complete the revised traffic signal work.

Respectfully submitted,

S. D. Spencer & Son
Contractor

By George D. Spencer
George D. Spencer, Owner

CONSENT OF SURETY

Date Feb 20, 1973

We, ST. PAUL FIRE AND MARINE INSURANCE COMPANY

, as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

Vita B. Ruley
Attorney-in-fact

(SEAL)

Resident Agent

FORM S-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE February 26, 1973

TO L. W. RULIEN
Regional Engineer

FROM W. J. SCOFIELD
Resident Engineer

SUBJECT

Time Extension
Columbia River Hwy.-Old Portland Rd. Sec.
Contract No. 7751

Herewith, contractor S.D. Spencer & Son's application for a 30-day extension on calendar day allottment in which to complete the subject contract.

The unfinished work consists in completion of the traffic signals which were delayed by a revision (Price Agreement #3) calling for a rewiring of the signal controller. All other contract work was completed within the time limit.

I feel that the contractor's request for a 30-day time extension is justified. The committment to proceed with the signal change was made when there was only about two weeks of time remaining. The contractor's sub - Comstock Company - informed me that there would be about a 30-day delay in acquiring the revised signal equipment. The equipment is expected to be on the project and all signal work completed by about March 2. If so, the time overrun would be 20 days. However, I believe the 30 days requested should be granted in order to provide for possible unforeseen delay.

WJS/pw

att

REGION 1 ☐ RE ☐ RME ☐ RCE ☐ OE
FEB 27 1973
☐ TE ☐ UE ☐ DES ☐ SEC

Copy sent to [illegible] 11/2

Mr. Keith C. Thompson
County Engineer
Courthouse
St. Helens, Oregon 97051

July 2, 1973

RE: Columbia River Hwy.-Old Portland Rd.
Section
Gable Road, FAS 574 Spur
Columbia County

Dear Mr. Thompson:

In your letter to Mr. Willard Scofield dated June 15, 1973, you stated that the County could not officially accept this project until you received a copy of the survey and field notes showing the right-of-way monuments. We cannot send you this until you have sent us a copy of the deeds of the property the County acquired for the additional right-of-way. On the copy of each of those deeds for the additional right-of-way for this project, would you also please make sure that the recording data is included.

If there is any question, please contact us.

Very truly yours,

H. S. Cox
County and City Engineer

By

Harold Reynoldson
Rural Program Engineer

HR:lat
cc: Willard Scofield

ENGR. ASST. OE AE UE
UPE CE RE RPE

COLUMBIA COUNTY OREGON

June 15, 1973

Mr. Willard Scofield
Oregon State Highway Division
P. O. Box 02157
Portland, Oregon 97202

Dear Mr. Scofield:

The Columbia County Road Department and the Board of Commissioners has inspected the Gable Road Project on FAS-574, Contract No. 7751. We find all construction satisfactory and complete.

Final acceptance of the project will be made by the Board of Commissioners upon submission of survey and field notes showing right of way monuments as required by ORS 368.530 for filing with the County Surveyor.

Sincerely,

Keith C. Thompson
Roadmaster/Road Engineer

KCT/mls

RECEIVED
COUNTY & CITY SECTION
JUL 2 - 1973
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

7751

5

OREGON STATE HIGHWAY DIVISION

UTILITY UNIT

HIGHWAY BUILDING • SALEM, OREGON • 97310 378-6511

June 26, 1973

Burlington Northern Inc.
1101 NW Hoyt Street
Portland, OR 97207

Mr. H. F. Moy

Construction Agreement
Columbia River Highway-Old Portland Rd.
FAS 574 Spur (Gable Road)
Columbia County
Contract No. 7751
Fed. Project No. HHS-S-8G-157(3)
R/W File: 43362-F

Dear Sir:

In conformance with Paragraph 2, Section 5 of the tri-party agreement between Burlington Northern Inc., Columbia County and the State of Oregon, dated June 27, 1972, all work covered by the above agreement to be performed by the State was completed on April 25, 1973. In conformance with Paragraph 2, Section 5 of the agreement, complete billings for flagging or protective services performed by Burlington Northern Inc. should be submitted within 120 days of said April 25.

If any further information is required on this project, please contact me.

Yours truly,

J. E. Chidsey, P.E.
Railroad and Utility Engineer

JEC:jly

cc: Burlington Northern Inc. - St. Paul

bc: H. S. Coulter
C. T. Keasey
L. H. Young
H. S. Cox
V. E. Skoog
D. H. Moehring
L. W. Rulien
W. J. Scoffield
R. H. Rumbolz

RECEIVED
JUN 27 1973
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER

Hwy 2W @ FAS 574
Col. Co.
file FAS 574

FORM H-90

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE June 22, 1973

TO JAMES E. CHEESEY
Utilities Engineer

FROM WAYNE F. COBINE
Regional Design Engineer

SUBJECT Construction Agreement
Columbia River Hwy.-Old Portland Rd.
FAS 574 Spur (Gable Road)
Columbia County
Contract No. 7751

Regarding subject project, I wish to call your attention to the provisions set forth in the Tri-Party agreement between the Burlington Northern Co., Columbia County and the State of Oregon, approved June 27, 1972. Specifically Section 5, paragraph 2, which calls for the State to advise the railway of the commencement of the 120 day period by notifying the railway of the completion of the project, and Section 8, which outlines parties responsible for operation and/or maintenance of said section.

As this section of highway was completed April 25, 1973, please implement the necessary documentation to maintain our part of this agreement.

RECEIVED
COUNTY & CITY SECTION
JUN 25 1973
☑ ENGR. ☑ COOR. ☐ UE ☐ AE ☑ UE
☑ UPE ☑ BE ☒ RE ☒ RPE ☐

WFC/pw
cc County-City
Office Engineering
Construction
Maintenance
Dick Rumbolz

7751

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Columbia River Hwy: Old Portland Road		WEEK ENDING: June 16, 1973
		SECTION PREFIX: 505-1062
HIGHWAY: FAS 574 Spur (Gable)		COUNTY: Columbia
NAME OF JOB: Columbia River Hwy. Old Portland Rd	KIND OF WORK: Grading, Paving and Traffic Signals	
CONTRACTOR: S. D. Spencer & Son	CONTRACT NUMBER: 7751	FEDERAL AID PROJECT NUMBER: EHS-5-5G-157(3)
DATE OF CONTRACT: July 7, 1972	DATE WORK STARTED: August 31, 1972	~~ESTIMATED~~ COMPLETION DATE: April 25, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: — SUPERVISION: —	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 180	WORK DAYS USED / CALENDAR DAYS USED: 247
PROJECT AUTHORIZATION: $256,345	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 137%
EXCLUSIVE OF ENGINEERING: $236,018	ENGINEERING AUTHORIZATION: $20,237	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $214,999	ENGINEERING COST TO DATE: $29,000	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 8%	PERCENT OF AUTHORIZATION: 143%	DATE PROJECT WAS COMPLETED: April 25, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100				

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.57	0.57			0.57
MILES PARTIALLY COMPLETED	0.57	0.57			0.57
MILES COMPLETED	0.57	0.57			0.57
TOTAL ESTIMATED QUANTITIES (CONTRACT)	4,900	8,300			7,100
TOTAL QUANTITIES CORRECTED TO DATE	5,500	6,681			7,477
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	3,500	6,681			7,477
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Partly Cloudy			
MONDAY	Showers			
TUESDAY	"			
WEDNESDAY	"			
THURSDAY	"			
FRIDAY	Partly Cloudy			
SATURDAY				

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	The Survey party set R.W. 1601, Lois and railroad spikes at Ø control stakes
FRIDAY	Surveys Thurs
SATURDAY	

REMARKS

The semi-final estimate was submitted to the Region office on June 15, 1973. No further weekly reports will be submitted

SIGNED W A Jeffcoat LOCATION Portland

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP-F216

OREGON STATE HIGHWAY DIVISION

7751

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 2, 1973

TO G. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. EHS-8-SC-157(3)

SUBJECT **Notification Contract Work Completed**

Contract 7751, Work Completed April 25, 1973

Project Columbia River Hwy.-Old Portland Rd.

Highway FAS 574 Spur (Gable Rd.)

County Columbia

VG:pr

cc: V. Gallagher

RECEIVED
NOV 20 1972
FOR ACTION

7751

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Region 1 - Milwaukie

DATE: November 13, 1972

To: Mr. L. W. Rulien
Regional Engineer

FROM: W. J. Scofield
Resident Engineer

SUBJECT: Topsoil - Nelson Property
Columbia River Highway
Old Portland Road Section

On Friday, November 10th, I informed Columbia County District Attorney Lucas of the contractor's price quotation of $3.00 per cubic yard for 100 cubic yards of topsoil to be spread on the Nelson property. Mr. Lucas then offered the Nelsons, through their attorney, the sum of $2,000 plus the 100 cubic yards of topsoil as a settlement for the right of way needed for the current widening project. The $2,000 was the highest offer made by the county prior to filing the condemnation suit.

The offer was refused by Nelsons, in fact they alleged additional complaints over those previously made. Lucas requested, and I concur, that there would be nothing gained by the county in carrying out the topsoil offer and that the matter should be resolved in court.

Noted
Gary L. Ross

WJS/bd

REGION ☐ RE ☐ RME ☐ RCE ☐ OE
NOV 13 1972
☐ ☐ ☐ ☐ DES SEC

RECEIVED
NOV 15 1972
OFFICE OF
ADMINISTRATOR OF HIGHWAYS

RECEIVED

FOR FILING

FORM 8-30 (REV. 10-69)

7751

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 3, 1972

To: MEMO TO FILE

SUBJECT: Telephone call from
Lucinda Lacy
2180 Gable Road
St. Helens
397-3472

On September 30, 1972, Mr. Baldwin received a phone call from the Governor's office indicating that Lucinda Lacy, 2180 Gable Road, near St. Helens, had called the Assistant Ombudsman to complain about the State Highway Division tearing out her mother's front yard. Mr. Baldwin asked that I follow up on this, so I called Region 1 and asked Don Haller to investigate the situation.

I then received a phone call from Larry Rulien, Regional Engineer, Region 1, who indicated to me that this had become a serious problem in the last day, in that this woman had contacted the Governor and Senator Hatfield's office as well as newspapers. Larry explained that the problem was with an agreement that the owner of the property claimed to have made with the County when the project was conceived. The agreement was to leave some fill dirt on the property for them to use. Shortly after this Federal-State-County contract was let, the contractor had the fill dirt removed. Larry told me that he had just found out about this agreement that day, did not have time to investigate, and could not convince Mrs. Lacy that we would try to help. I told him that I would call. In doing so, I found out that her mother, Mrs. Clifford Nelson, was going on vacation, would be gone next week, and was trying to get something done immediately. I explained to her mother that the State Highway Division had just become aware of the problem and was doing everything they could to find out about the agreement, but it would take some time and we would send someone in to talk to them before long.

After our discussion, Mrs. Nelson said that that was fine and that she'd go ahead and go on vacation. I suggested we could work through her daughter who lives next door to their house. She has no telephone and would require personal contact. That conversation ended on a positive note.

I then called Larry Rulien and told him that I had partially succeeded in calming the people down. Larry told me that in their investigation they discovered that they could scrape up enough dirt from

the project to replace that without any cost to anyone and would then settle the problem as far as the land-owner was concerned. He would have the resident engineer in charge of the project contact Mrs. Lacy on Monday.

Gary L. Ross
Administrative Assistant

GLR:mm

cc: Arlen R. White
George M. Baldwin
Bob Bothman
Larry Rulien

STATE COPY

#7754

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
7-29 7-30	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 7-17-72	Oregon
PROJECT REPORT NO. 3		COUNTY Columbia
		PROJECT NO. EHS-S-SG-157(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. Jct. U.S. 30 east 0.58 mi. to St. Helens

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-28-72	0.566
OTHER *(Specify)*		

FUNDS

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 254,986	SG = 36,351 $ Sec. = 136,397

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E. J. Benetti

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G. L. Green
Acting (Division Engineer)

G. L. Green
Date executed by Division Engineer JUL 17 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the projeet. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid
Project No. EHS-S-SG-157(3)

COLUMBIA RIVER HWY.-OLD PORTLAND RD. SECTION

FAS 574 SPUR (GABLE RD.) IN COLUMBIA COUNTY

Salem, Oregon, July 11, 1972

Project Agreement Estimate.

Type Code 6203
Roadway (Sta. 9+50 to Sta. 39+36)

Temporary Protection and Direction of Traffic	All Required		$ 5,000.00
Clearing and Grubbing	All Required		12,000.00
Removal of Structures and Obstructions	All Required		3,000.00
Ditch Excavation	66 cu.yd.	4.50	297.00
General Excavation	4,900 cu.yd.	2.75	13,475.00
Trench Excavation	160 cu.yd.	6.00	960.00
Finishing Roadbed and Slopes	All Required		5,000.00
Obliteration of Roadway	330 sq.yd.	1.50	495.00
Watering	150 M-gal.	4.00	600.00
Bituminous Base Mixture	4,100 ton	7.10	29,110.00
Asphalt in Bituminous Base Mixture	230 ton	35.00	8,050.00
Coarse Aggregate Base	7,600 ton	3.00	22,800.00
3/4" - 0 Aggregate Base	700 ton	4.25	2,975.00
Class "B" Asphalt Concrete Mixture	3,000 ton	7.50	22,500.00
Asphalt Cement in Mixture	200 ton	35.00	7,000.00
Asphalt in Tack Coat	3 ton	120.00	360.00
3/4" - 0 Aggregate in Prime Coat	74 cu.yd.	5.00	370.00
RC-250 Asphalt in Prime Coat	13 ton	50.00	650.00
12-inch Culvert Pipe	1,080 lin.ft.	4.00	4,320.00
18-inch Culvert Pipe	170 lin.ft.	6.00	1,020.00
36-inch Culvert Pipe	52 lin.ft.	14.00	728.00
Extra for Pipe Under Pavement	90 lin.ft.	15.00	1,350.00
Concrete Manholes	1 only	700.00	700.00
Concrete Curbs	8 cu.yd.	90.00	720.00
Extra for Asphalt Approaches	20 only	100.00	2,000.00
Adjusting Inlets	1 only	150.00	150.00
Roadside Seeding and Mulching	1 acre	625.00	625.00
			$146,255.00

Type Code Y031
Traffic Signals

Railroad Preemption Devices	All Required	$ 3,800.00
Traffic Signal Installation, Complete	All Required	28,200.00
		$ 32,000.00
		$178,255.00
Flagging (60% of Contractor's Cost)	All Required	$ 500.00
Temporary Erosion Control	All Required	100.00
R.R. Protective Cost	All Required	3,000.00
R.R. Track & Communication Work	All Required	7,217.00
		$ 10,817.00
	Subtotal	$189,072.00
	Engr. & Cont.*	25,524.00
	Total	$214,596.00

*Includes R.R. Engineering Costs.

Type Code Y012
Railroad Grade Crossing Signals

Work by Burlington Northern R.R. Co.	All Required	$ 40,390.00
	Total	$ 40,390.00

Length of Project - - - - 0.566 Mile
Cost of Roadway Per Mile- $379,144.89

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds	County Funds	Railroad Funds
Roadway	$214,596.00	$136,397.00	$39,099.50	$39,099.50	$ -
R.R. Crossing Signals	40,390.00	36,351.00	-	-	4,039.00
	$254,986.00	$172,748.00	$39,099.50	$39,099.50	$4,039.00

Federal Funds

Secondary Appropriation Code 22 = $136,397
Sec. (10% R.R.-Hwy.) " " 23 = $ 36,351

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920;
Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 505-1062

Contract No. 7751

Group 1 P 100% S
" 2 0% SG

COLUMBIA RIVER HWY.-OLD PORTLAND RD. SECTION

PROJECT NO. EHS-SG-S-157(3)

WORK BY BURLINGTON NORTHERN RAILROAD CO.

Grade Crossing Signals

Labor (Includes Additives)	$14,704	
Equipment	1,700	
Material	17,165	
Handling & Freight	1,170	
Expenses	850	
Contingencies	3,625	
Insurance	1,200	
Salvage	(24)	
	$40,390	$ 40,390.00

Track & Communication Work

Engineering	$ 425	
Labor (Includes Additives)	3,360	
Material	3,554	
Insurance	303	
	$ 7,642	$ 7,642.00

Railroad Protective Cost

Figure full flagging crew for one month, headquarters - St. Helens.

1 Section Foreman @ $813.56 per month
2 Section Laborers $ 3.76 per hour
$3.76 x 2 x 8 x 21 x 1 = $1,263.36

Subtotal	$2,076.92
35% Payroll Additive	726.92
	$2,803.84

State will stand $3,000 R.R. Protective Cost.

RECEIVED
JUL 1 1972

FORM E-30 (REV. 10-69)

FOR FILING

7751

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RAILROAD COMPANIES
FILE No. 731

Salem, Oregon
July 10, 1972

[redacted]

To: Mr. Floyd Query
Secretary
State Highway Commission
B U I L D I N G

SUBJECT: Construction Agreement
Columbia River Highway-Old Portland Road Section
FAS 574 Spur (Gable Road)
Columbia County
Project No. EHS-S-SG 157(3)
Contract No. 7751
R/W File 43362-F

Herewith you will find the State's counterpart of the tri-party construction agreement among Burlington Northern Inc., Columbia County and the State providing for the construction of the above captioned project.

The Construction Section must observe the work performed by the railroad which is outlined in Paragraph IV and detailed on Exhibits "A", "A-1" and "C". The Resident Engineer will be required to approve a bill for this work and the Accounting Section must process the bill after its approval.

The contractor must sign a contractural liability endorsement, the form of which is shown in Exhibit "E". This must be completed before the contractor will be allowed to occupy railroad property. He also must supply insurance as set forth in Paragraph VII of the agreement.

T. W. Litchfield
Railroad and Utility Engineer

TWL:dl
Enclosure
cc: F. B. Klaboe
A. E. Johnson
C. T. Keasey w/agreement
L. H. Young " (4)
L. E. George "
H. S. Cox "
V. E. Skoog "
J. L. Sollis "
L. W. Rulien "
Willard Scofield "
R. H. Rumbolz "

BP*52478-734

ROBERT A. LUCAS
DISTRICT ATTORNEY
COLUMBIA COUNTY, OREGON

LOWELL W. BERGEN
CHIEF DEPUTY DISTRICT ATTORNEY
MICHAEL H. HICKS
JOHN F. HUNNICUTT
DEPUTY DISTRICT ATTORNEYS
PHIL D. JACKSON
INVESTIGATOR

COLUMBIA COUNTY COURTHOUSE
P. O. BOX 492
ST. HELENS, OREGON
PHONE
1-503-397-0300

June 19, 1972

Routing

Keasey — RECEIVED — Pease E
Pond — Glenn
Walker — JUN 20 1972 — Litchfield E
Johnsen — CONSTRUCTION SECTION — Berg

Mr. Ted W. Litchfield
Railroad and Utility Engineer
Highway Building
Salem, Oregon 97310

Re: Gable Road Improvement in Columbia County

Dear Ted:

Enclosed herewith you will find triplicate originals of the construction agreement between the Burlington Northern, Inc., Columbia County, and the State of Oregon providing for the construction of the Gable Road project.

This document has been reviewed by me and the Commissioners and we are submitting it to you so that you can get it to the Highway Commission meeting according to the schedule you proposed earlier.

As I explained to you on the phone on June 14, 1972, we have some questions with several provisions in the agreement that have not been satisfactorily answered and we are willing to sign it at this time only because of the time schedule. I would ask that you on behalf of the State of Oregon not forward this agreement back to Burlington Northern until they have had a chance to respond to the questions I have asked them in a letter written to them this date. Hopefully, their response will be made before the end of the month and our questions resolved.

If we had to we could live with the document as it is

signed, however, they have changed some provisions over earlier drafts and we are going to attempt to have them changed back. This could be done by interlineation or by striking certain paragraphs so that a new document would not have to be drafted. Specifically, we are concerned with the following areas;

1. Article I provides that Columbia County is to pay the cost of $250.00 for the easement with the railroad.

2. Article VII requires the state and county to have our contractor provide certain protective policies and to hold the railroad harmless even for contributory negligence on the part of the railroad. The contributory negligence aspect is a new provision and should not be in this agreement.

3. Article IX and X indicate that the replacement cost for the signals are to be negotiated by the parties under certain circumstances. This is an entirely new provision that was not contained in either of the other two drafts and should not be in this agreement. The whole dispute earlier with the PUC was who was to maintain the signals. Our intent on this was to determine who was responsible after the initial installation for the upkeep and maintenance on the signals. We feel they should be the railway and that there is nothing to negotiate.

Very truly yours,

Robert A. Lucas

ROBERT A. LUCAS
District Attorney

RAL:th
enc.
cc - Board of County Commissioners
FB Klabbe
JL Sollers

LOWELL W. BERGEN
CHIEF DEPUTY DISTRICT ATTORNEY
MICHAEL H. HICKS
JOHN F. HUNNICUTT
DEPUTY DISTRICT ATTORNEYS
PHIL D. JACKSON
INVESTIGATOR

ROBERT A. LUCAS

DISTRICT ATTORNEY
COLUMBIA COUNTY, OREGON

June 19, 1972

COLUMBIA COUNTY
COURTHOUSE
P. O. BOX 492
ST. HELENS, OREGON
PHONE
1-503-397-0300

Routing

Kessey — RECEIVED — Peate
Bond
Walker — JUN 20 1972 — Glenn
Litchfield
Johnson — CONSTRUCTION SECTION — Berg

Mr. James Warren Cook
Legal Department
Burlington Northern, Inc.
1201 American Bank Building
Portland, Oregon 97205

Re: Construction and Maintenance Agreement -
Gable Road Improvement Project

Dear Jim:

I am writing this letter to you in response to our telephone conversation on June 14, 1972, regarding the construction and maintenance agreement drafted by the railroad for the Gable Road improvment project in Columbia County near St. Helens.

As I indicated to you over the phone, we have some differences of opinion as it relates to four provisions in the construction and maintenance agreement. They are as follows;

1. In Paragraph I the agreement requires us to pay the cost of $250.00 for easements from the railroad for the road widening. At the PUC hearing that was held in St. Helens on this subject, Dick Franzke and Hal Moy advised us that the railroad would provide the easements to us at no charge to us if we would relent on our request to have automatic gates installed at these crossings. We in fact did relent and expect the railroad to honor their end of the agreement.

2. Paragraph VII provides that we are to assure that our contractors hold harmless the railway against all loss "whether contributed to by the negligence of the railway". This provision is objectionable and was not in either of the two earlier drafts that were submitted by the railway for our consideration and tentatively agreed to by all parties except for the paragraph with regard to maintenance of signalization that was submitted for a PUC determination.

3. Paragraph IX and X provide that replacement costs of signals shall be negotiated by the parties under certain circumstances. These are entirely new provisions that were not in either of the two drafts earlier proposed by the railroad and tentatively accepted by us. In fact, this is what the entire dispute was all about before the PUC as it relates to who is going to maintain the signals. It is my personal feeling that maintenance of signals includes replacing them when they are worn out or otherwise in need of replacement.

As you know there is some need for the agreement to be signed right away so that construction can commence on schedule. This project has been delayed for several years for numerous reasons and it should not be again delayed if it can possibly be avoided. I would hope that you would see fit to put these questions regarding this agreement posed by Columbia County at the top of your busy schedule and ascertain Burlington Northern's position on these matters in light of the background and comments I have made. I would think that if your people agree with us on these items that the proposed construction and maintenance agreement already signed by several of the parties can be modified by deleting paragraphs or interlineation in order to not delay this thing further.

Thank you for your consideration in this matter.

Very truly yours,

ROBERT A. LUCAS
District Attorney

RAL:th
cc - Board of County Commissioners
cc - Mr. Ted W. Litchfield

FB Kearce
JL Sollis

RECEIVED
JUL 17 1972
FOR FILING
7751

bc C. T. Keasey
Walt[illegible]rt
L. H. Young
Attn: Vince Gallagher
L. W. Rulien
W. J. Scofield
William Geibel (SAIF)

July 10, 1972

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission on May 31, 1972, accepted your proposal for work on the Columbia River Highway-Old Portland Road Section of FAS 574 Spur (Cable Road) in Columbia County in the amount of $178,255 and referred it to the Administrator of Highways with authority to award the contract as soon as Columbia County approves the project and deposits $30,000, right-of-way is cleared and the railroad agreement is executed.

These conditions were fulfilled and the Administrator of Highways July 7 awarded you the project, which has been assigned Contract No. 7751.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 21, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

Copy to - John Oaks
RN Chase
C G Swanson
L.W. Rulien

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

6-21-72

Attention: County and City Section

SUBJECT: Federal Aid Project No. _____

Highway No. _____

Project Name Columbia River Hwy.-Old Portland Rd. Sect., Gable Road, FAS 574

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at St. Helens, Oregon,

this 21st day of June, 1972.

Columbia County

R. H. Burnside
Chairman

A. J. Ahlborn
Commissioner

Jack Minkoff
Commissioner

RECEIVED
COUNTY & CITY SECTION
JUN 23 1972
ENGR. COOR. UE
UPE CE RE RPE

(5/12/70)

NOTE
Contract to be delayed for award until 7-10-72 due to RR matters!! Dm.H.

FOR

OREGON STATE HIGHWAY DIVISION

7751

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **June 20, 1972**

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Agreement with Burlington Northern, Inc.
Gable Road Improvement Project
Columbia River Highway, Columbia County**

Presented for your consideration at the June 27 meeting will be an agreement with Burlington Northern, Inc., providing for construction of the Columbia River Highway-Old Portland Road Section of Gable Road in Columbia County.

This agreement provides for the installation of cantilever flashing light signals at the grade crossings at each end of the project. The cost for these signals is to be shared on a 90-10 basis (railroad 10 percent; State and County 90 percent). In addition, the State and County agree to pay the cost of renewing the grade crossing surface at the two locations, the adjustment of communication lines, and the preliminary engineering. The total cost to the State and County is estimated to be $43,993. Participation from the Federal Highway Administration will be received in the usual manner for county secondary projects.

The County is to pay $250 consideration for easements granted by the railroad, and the contractor will be required to provide the usual insurance coverage. The railroad will maintain the signals after installation, with the exception that if the signals are destroyed and the replacement value or repair costs cannot be recovered from those responsible for the destruction, the railroad, County and State will negotiate the division of cost. Also, if the signals become obsolete and cannot be repaired or maintained,

(more)

the cost of the installation of a new signal will be negotiated among the parties. The agreement also states that if any future widening of the road by the State or County causes an adjustment of the signals, the State or County shall bear the cost; conversely, if any future adjustment is caused by the railroad, the railroad will bear the cost.

This agreement has been approved by the Department of Justice and executed by the County. Your approval is recommended.

TWL:dl ia
bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
E. S. Hunter
C. T. Keasey
H. S. Cox
T. W. Litchfield
Gary Ross
Gary Sund

RECEIVED
JUN 23 1972
FOR FILING

S. D. SPENCER & SON

Construction, Trucking and Equipment Rental

4614 N. E. 72nd Avenue • Phones: Vancouver 693-4719 • Portland, 285-9232
VANCOUVER, WASHINGTON 98661

7751

June 23, 1972

Oregon State Highway Department
Mr. Young - Programming Section
State Highway Department
Salem, Oregon 97310

Re: Columbia River Highway-
Old Portland Road
Columbia County

Gentlemen:

Regarding your telephone request of June 22, 1972 and in accordance with Section 103.02 of the Standard Specifications, we hereby agree to an extension of award time from 30 days to 45 days.

However, said agreement is given with the understanding that the provisions in Section 103.08 of the Standard Specifications, regarding extension of time of completion of work will apply.

We further respectfully request a change in contract time from calendar days to calendar work days. Said request being occassioned because extension or delay in award and notice to proceed occurs during the Prime Construction season and will most likely cause the contract work to extend into the wet weather season.

Very truly yours,

George D. Spencer.

George D. Spencer
S. D. Spencer & Son

cc Klaboe
Johnson
Keasey
6-26-72

GDS/jl

NOTED
F. B. KLABOE

RECEIVED
JUN 26 1972
PROGRAMING SECTION

RECEIVED
JUN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
L. H. YOUNG

6-7-72

Sentinel-Mist Chronicle, St. Helens---------- 6-1

Gable Road, Bridge Project Bids Opened

Bids have been opened on two construction projects in Coumbia County, one at Gable Road and the other on the Clear Creek Bridge near Vernonia.

S. D. Spencer and Sons of Vancouver, Wash. submitted the apparent low bid on the Gable Road project, while Columbia West Materials and Constructors submitted what appears to be the low bid on the Clear Creek Bridge project.

The Oregon State Highway Commission in Salem opened bids on the two projects on Thursday. They were among bids on 19 projects, and on the average costs were said to be six percent higher than had been anticipated.

The Gable Road project bid was $178,255. The project involves the paving of 3,200 feet of roadway and the placing of signals for the railroad tracks and Highway 30.

The right of way along Gable Road between Highway 30 and Old Portland Road will be widened to 80-feet, with a considerable amount of widening of the surfaced area also to take place.

A realignment of the present route will take place at the Old Portland Road intersection, creating a sharper left turn onto Gable Road from Old Portland Road.

A signal will also be provided at the Old Portland Road and Gable Road intersection.

A slight realignment of the Gable Road and Highway 30 intersection is also planned, and some minor improvements will be made at the west Gable Road intersection with Highway 30.

The Clear Creek Bridge project, which was bid at $174,582, will include widening of the bridge to two lanes. At present the single lane bridge causes considerable difficulty for traffic, indluding delivery trucks, logging trucks and school busses, all of which use the road in addition to regular passenger vehicle traffic.

At the present time if one vehicle is occupying the bridge, other traffic must wait.

The Highway Commission indicates the new bridge will be 32 feet wide and 180 feet long, and will be built on a slightly new alignment. Also involved in the project is some 1,200 feet of new roadway.

The Highway Commission is expected to let bids on the projects in the near future. State, county and federal funds are involved in both projects.

Hearing

Daily Jnl. of Commerce
Seattle---------- 6-7

Oregon Highway Commission acts on May 25 bids

SALEM — The Oregon Highway Commission acted on bids it opened May 25. Here are the project, by counties, and the actions taken on them:

Benton: Ward Road-Polk county line section of FAS 209, grading and paving, accepted bid of Corvallis Sand & Gravel Co., Corvallis, $342,955.

Clackamas: Mary S. Young State Park in West Linn, grading, paving and facilities, awarded to Schubert Co., Inc., Clackamas, $175,769

Columbia: .Columbia River Highway-Old Portland Road section of FAS 574 spur (Gable Road), near St. Helens, grading, paving and signals, accepted bid of S. D. Spencer & Son. Vancouver, Wash., $178,255.

Columbia: Nehalem River (Clear Creek) Bridge section of FAS Route 612, grading, paving and structure, accepted bid of Columbia West Materials & Const., Inc., Rainier, $174,582.

Coos: Newmark St.-south city limits (North Bend) on Broadway Street, grading and paving, accepted bid of Johnson Rock Products, Inc., North Bend, Ore., $70,084.

Douglas and Josephine: Garbage Dump Interchange - Jumpoff Joe Creek section of the Pacific Highway, grading, paving, guardrail, signing and illumination, accepted bid of Coral Corp., Gladstone, Ore., $703,437.

Gilliam, Union and Baker: Arlington, La Grande and Lime sections of the Columbia River and Old Oregon Trail Highways, slope stabilization, bids rejected.

Harney: Seneca rock production project, awarded to Oregon Tractor & Equipment Co., Inc., Portland, $55,000.

Klamath: Chiloquin (Second Avenue) section, grading and paving, awarded to Klamath Paving Co., Klamath Falls, $19,279.

Lake: Drews Gap-Five Corners section of Klamath Falls-Lakeview Highway, paving, awarded to J. C. Compton Co., McMinnville, $274,725.

Lane: Veneta (Fifth St.) section grading and paving, awarded to Benge Paving, Inc., Eugene, $19,759.

Malheur: Snake River (Adrian) Bridge section of the Parma spur of the Succor Creek Highway, grade, pave and structure, accepted bid of Williamette-Western Corp., Portland, $781,799.

Morrow: Heppner (Gale St.) section grading and oiling, no bids received.

Multnomah: Portland city-wide traffic signals (Unit C) W. R. Grasle Co., Portland, $179,702.

Multnomah: N. E. 162nd Avenue-N. E. 181st Avenue section of FAS 730 (N. E. Halsey Street), storm drain construction, accepted bid of Overbays Const. Co., Vancouver, Wash., $148,700.

Multnomah: S. E. Powell Boulevard at S. E. 148th Avenue section of the Mount Hood Highway, traffic signals, accepted bid of L. K. Comstock & Co., Inc., New York, N. Y., $25,560.

Umatilla: West Pendleton Interchange section of FAS 470, interchange revision, accepted bid of Rogers Const. Co., Portland, $428,957.

Union: Grande Ronde River (Clark Creek) Bridge section of FAS Route 957 at Elgin. structure, accepted bid of Ross Bros. Const., Inc.. Salem, $112,186.

Union: Island City ("D" Street) section, grading and paving, awarded to Rogers Asphalt Paving Co., La Grande, $9539.

Washington: Pacific Avenue at "B" Street (Forest Grove) section, traffic signals, accepted bid of L. K. Comstock & Co., Inc., New York, $24,497.

(Acceptance of a firm's bid indicates the commission authorized award of a contract to that bidder as soon as approvals of other governmental agencies is received.)

MEMORANDUM TO FILE

Re: Location-Design Hearing

Columbia River Hwy.-Old Portland Road
Gable Road, FAS 574
Columbia County

I certify that a location-design hearing was held on March 31, 1969 by the Columbia County road officials relative to the proposed project on the Columbia River Hwy.-Old Portland Road Section, FAS 574, in Columbia County.

I further certify that the Highway Division, with Columbia County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By _____
Deputy State Highway Engineer

Date April 12, 1972

RHP:ljt
4/12/72

MEMO TO FILES
4/3/72
Re: Columbia River Hwy.-Old Portland Road Sect.
Gable Road, FAS 574
Columbia County

Design approval for the subject FAS-C project was received on November 3, 1969 which date was prior to January 1, 1970, as stipulated in PPM 90-1, Section 5a and c; therefore, the environmental considerations as set forth in PPM 90-1 do not apply to this project.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

cc: Tom Edwards
F. B. Klaboe
R. L. Schroeder
L. H. Young
R. E. Royer
R. N. Chase

NOTED
H. S. COX

NOTED
DON H[illegible]

RECEIVED
MAR 16 1970
FOR FILING

EXECUTIVE DEPARTMENT

TOM McCALL
GOVERNOR

EDWARD G. WESTERDAHL, II
Director

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

March 10, 1970

Mr. Forrest Cooper
State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

PROJECTS--HOGAN ROAD-BORING SECTION, FAS 129
COLUMBIA RIVER HIGHWAY-OLD PORTLAND ROAD SECTION,
FAS 574

The above-named projects have been coordinated with the interested state agencies and all concur in the proposals. However, the Fish Commission advises that apparently the realignment of these two stretches is adjacent to streams. Stream encroachment must be avoided, and channel changes should be minimized. Silt loads in the stream, caused by construction, shall not exceed 5 Jackson Turbidity units. Pollution of the streams should be avoided. The projects should meet the safety requirements listed in Highway Safety Program Standard No. 312.

The accomplishment of these projects should result in improved traffic safety on these roads.

Edward G. Westerdahl, II

RECEIVED
MAR 1 1 1970
DIVISION OF
HIGHWAY ENGINEER

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NOV 1 1969

FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON

October 30, 1969

775

SUBJECT:

To: Mr. F. B. Klaboe
Assistant State Highway Engineer
BUILDING

approval on 2nd Page

Design approval is being requested for the following FAS-C projects presently scheduled for the December 18 bid letting:

CLACKAMAS COUNTY
Traffic Signals
Linwood Avenue at King Road (Milwaukie), FAS 133
Install fully actuated traffic control signals at the intersection of Linwood Avenue and King Road (FAS 133) east of Milwaukie. County will perform all incidental curbing, paving and pavement marking. No hearing required. Project referred to CRAG for review and comment.
Approved by Highway Commission on September 30, 1969.

COLUMBIA COUNTY
Columbia River Highway-Old Portland Road Section
Gable Road, FAS 574
Grade, Pave and Signals
Construct drainage, grade, base, and construct asphaltic concrete wearing surface with two 12-foot travel lanes and 10-foot paved shoulders. Also install automatic railroad signals with drop arms at both the westerly and easterly ends of the project. The westerly railroad signals shall be installed in conjunction with highway traffic control signals at the intersection of Gable Road and the Columbia River Highway. Right-of-way acquired by Columbia County. Public hearing held by County on April 7, 1968.
Approved by Highway Commission July 9, 1968.

UMATILLA COUNTY
Barth Crossing-U.S. 30 Conn. Section.
Rieth Road, FAS 470
Construct drainage, grading, base, and construct asphaltic concrete wearing surface with two 12-foot travel lanes and 10-foot paved shoulders; also channelize the intersection of Rieth Road and U.S. 30, all in west Pendleton. Right-of-way acquired by County. County held public hearing April 9, 1969.
Approved by the Highway Commission December 17, 1968.

copy sent to COX 11-3-69

NOTED
F. B. KLABOE

All documentation for the above listed projects, in compliance with appropriate Bureau of Public Roads' IM's and PPM's will be on file in this office. Notices are being sent to the appropriate news media that design approval is being considered for these projects, and, after seven days has elapsed, second notices will be published that design approval has been given.

Our design approval procedure requires only that a copy of this letter with your approval noted thereon, be returned to this office.

Robert Prange
Field Engineer
County-City Division

RHP:ljt

cc: Forrest Cooper
R. L. Porter
Victor Wolfe
D. J. Barbee
L. H. Young
R. N. Chase
Ben Gifford

Approved 11-3-69

Asst. State Hwy. Engr.

RECEIVED
NOV 3 1969
DIVISION ENGINEER

RESOLUTION

In accordance with Section 141, Chapter 1, Title 23, United States Code, Columbia County does hereby resolve and give the following assurances:

1) that every reasonable effort shall be made to acquire the real property by negotiation;

2) that the construction of projects shall be so scheduled that to the greatest extent practicable no person lawfully occupying the real property shall be required to move from his home, farm, or business location without at least 90 days' written notice from the State or political subdivision having responsibility for such acquisition; and

3) that it will be the policy of the County, before initiating negotiations for real property, to establish an amount which is believed to be just compensation, under the law of the State, and to make a prompt offer to acquire the property for the full amount so established.

APPROVED June 11 1969

COUNTY COURT OF Columbia COUNTY

BY R. K. Bammer
COUNTY JUDGE

Robert L. Glenn
COUNTY COMMISSIONER

Jack Munkoff
COUNTY COMMISSIONER

RECEIVED
JUN 15 1969
ENGINEER
COUNTY & CITY DIVISION

PUBLIC HEARING ON GABLE ROAD - FAS 574

April 7, 1969 - 2:00 P.M.

Judge Norman W. Barmeier, County Court: This will be a public hearing as advertised, and the time specified therein, relative to the improvements and alterations of Gable Road and the intersections of the Highway 30 and the intersection with the Old Portland Road. We'll conduct this in the formal manner in accordance with other hearings of this type. We'll describe the proposal and take testimony, and anyone interested in so making statements, you can do it verbally at this time and you will be, the testimony will be accepted, or statements for a ten-day period following this meeting and they will be your statements today, and written statements will be considered in relation to the project. Now, there's gentlemen here, I'll introduce them all to you; there's Mr. Robert Prange, State Highway Department Engineer, Mr. Prange; Gerald Wimer, Engineer of the Division of Engineer Assistance, Mr. Wimer; and Mr. Lloyd P. Shaw (Vern Shull) who is the State Highway Department engineer for this area. There's Mr. Lyle Rand (Reiz) who's here representing the bureau of public roads, area engineer; Mr. Frank Patton, our county roadmaster, Mr. Robert Glosenger, County Commissioner, Mr. Jack Minkoff, County Commissioner, and myself, Judge Norman Barmeier. We'll proceed now with the statement again of the project, of the description of the project that was read previously here. Mr. Wimer?

Gerald Wimer: Thank you, Judge. Ladies and gentlemen; the so-called Gable Road project involves an improvement of the Columbia County FAS 574 from the Columbia River Highway to Old Portland Road, south of St. Helens. The new center line, as proposed, is about ten feet northerly of the old center line, except where the Seattle Portland and Spokane Railway tracks are crossed at each end. The new center line lies slightly, excuse me, the new center line, as proposed, is about ten feet northerly of the old center line, except for the Seattle Portland and Spokane Railway tracks across at each end. The new center line lies slightly south of the old at the westerly crossing, and tapers to fit the existing easterly crossing with a slight adjustment, description of which will follow. Except for meeting the grade of the existing tracks, the new grade will be about nine inches higher than the present grade. The basis for this is to salvage the existing surfacing and do the least property damage. The proposed typical section will include two twelve-foot travel lanes and two eight-foot shoulders, except there will also be a third lane at the westerly end for west bound traffic to turn right or north onto the Columbia River Highway. This additional lane will extend across the westerly or main line railroad crossing. Both railroad crossings will be signalized, with drop gates. At the westerly crossing, the railroad signals will be intertied with the signals installed on the Columbia River Highway as part of the project. Although not part of the project, the State Highway Department, in cooperation and conjunction, will widen the highway for left turn refuges, both directions, and more important, provide room for traffic wanting to right turn eastbound on Gable Road but which must first wait for the railroad tracks to clear. At the easterly end, the Old Portland Road will

be brought to a right angle intersection with Gable Road southwesterly at the railroad crossing. Northbound traffic on Old Portland Road will be required to stop at the new intersection but in a position to readily see both directions on Gable Road. With the proposed railroad signal in the same vicinity, traffic need not be stopped on Gable Road. Thank you.

Judge Barmeier: It will be in order to state to what extent there is property acquisition required on the right of way and so forth? Under the proposal, the engineering proposal submitted by the State, there will be certain requirements as to further acquisition of right of way, and that will be handled by our roadmaster, Mr. Patton. I believe, in conjunction with that, he has made some indication to people concerned immediately adjacent to the area. Any property that's required will be negotiated for purchase on the basis of the appraised market value. There'll be, in some cases, relocation perhaps of some houses, if necessary, and that will be negotiated, through Mr. Patton, the roadmaster. As I stated previously, the situation is to improve the Gable Road itself, to a wider width, and ultimately as a part of the improvement of the Old Portland Road into the industry, paper mill, and later on perhaps some improvement into Firtex. That's a projection in the future and is not included in this particular project. Another improvement will be that of traffic control at the intersection with the Highway 30, which is a hazardous intersection, as well as the intersection with the Old Portland Road, the primary purpose of the project as well. Do you gentlemen have any further statements in connection with the project?

Mr. Wimer: Not unless there are some questions that the people might want to have answered.

Judge Barmeier: We might briefly entertain any specific questions. We're endeavoring to conduct the hearing here without discussion, but if you have specific questions that, in relation to the statement that you want to make, be free to do that and after the meeting we can have a discussion period.

Guy McShirley: I'd like to ask one question; Mr. Patton the roadmaster, he will call at our home and discuss the, like movement of our houses, and shrubbery and stuff like that, plus, well, say we had to vacate the home during the moving period, putting us up somewhere where we have our same standard of living until we get back in the house, stuff like that. Is Mr. Patton going to take that up with us?

Judge Barmeier: Yes.

Mr. McShirley: We can write out a statement of what we would expect in this transition, and then he will go over that and then you fellows have another meeting on it, is that the way it's going to work?

Judge Barmeier: Yes, he will negotiate with you to arrive at some suitable agreement and submit it to the County Court for approval.

Mr. McShirley: The reason I brought this question up, I intend to go to Detroit, Michigan and Dayton, Ohio in the next few days, probably two weeks from now, and I'll be gone thirty days and I didn't want to leave all of the decisions up to my wife. She's going to stay here, and I would like to have a meeting with Mr. Patton or some of the state highway men, or perhaps you, about the true concern of everything so that we get something settled while I'm gone, if you fellows want to go ahead and start any project while I was away.

Judge Barmeier: The arrangements for the negotiations in relation to the right of way for property will be handled by Mr. Patton, and I think he can arrange to meet with you quickly in that regard.

Mr. McShirley: I can see the true improvements of this project. I myself, and the wife, feel that if we're properly compensated that we're not going to help delay anything that's necessary, but we would like to think that in the near future, and like Mrs. Nelson said, see where we stand on everything. I'd like to do that before I have to leave, very soon.

Judge Barmeier: Thank you, Mr. McShirley. Are there any other questions? I've alloted, we will allot at least five minutes to ten minutes here for anyone interested to make a statement in relation to the project and in a manner, in any manner in which they so desire to make their statements, and Mr. McShirley, I might call on you first since you've been speaking in relation to it at this time.

Mr. McShirley: Well, I think about after hearing you gentlemen's conversation and looking over the maps, just about what I've already said is all I could comment about today. I'm willing to go along with this change that needs to be made, although I'm like others, that I am retired now, I have a very small income, and the wife and I did pick that view corner because, we wanted to retire and live there the rest of our lives. We like that part of our property there, and we've just been there around three years, in our new house, and we did turn down a large offer for that corner several years ago, which was during the depression years. A large oil concern wanted to buy that corner just about where my house is, and then what goes down the hill is a turnaround and I turned it down with the view of building a home there later on, maybe. So these things we can discuss later on. I'm just as anxious for improved conditions out there as anyone. We know how the traffic is on both the Old Portland and the Gable Road. We know about all the wrecks, and they don't just happen on our point down there, they're all the way to the Columbia River Highway, they're on both highways there. They use that for a drag strip, and as I said before, quite a few of the heavy drinkers try and sneak home out those roads every night, and we don't get a whole lot of peace of mind until after two o'clock. We fall off to sleep about two o'clock after they've closed a lot of these liquor places. They, not only their motor cars, but by the time they close

the beer parlors and things, people have had so much to drink that they get quarrelsome then, and as they go by the cars quarrel with each other, and cussin' and carrying on, that we do need a big change there. I can write up statements that we can present to the Court or the interested parties what we would expect by moving from that point, and then we can dicker on price and things.

Judge Barmeier: As I have stated before, you have ten days subsequent to this time to furnish the County Court with written statements. We welcome and appreciate it too.

Mr. McShirley: Well, the ten days, I appreciate the ten days but I am already two thirds through my comments and what I think we would be justly due for having our house moved there and giving up that point. We just haven't settled on any price yet or anything like that. Our road commissioner did say that they would move our house on a different location and have things as perfect as they have been there for us, and I'm willing to give up one location we had picked for our property way up on the hill on some of our land, if we had our house moved there it would spoil the sale. We've got ten lots for sale up there. That would spoil the sale on that and of course we would be away from our view corner there. Our house could be moved over where we have our trees, little fruit trees and things planted, and would give us about the same amount of oak shade trees there and would put us back far enough off the highway that the road department would recommend and would be satisfactory to us. They'd only have to move it a few feet there, but I'd like to take that up with Mr. Patton, or somebody come out there and see if they moved our house, this is a new house, and I want 'em to see exactly what shape it's in so if there's any cracks or anything in our walls, or the tile on the, we have ceramic tile on the, around the bath and on our kitchen sinks, if any of that's broke loose or anything that they'd make that right, and he assured us that everything would be just perfect if they had to move it, they'd fix things like they should. And our patio slab and wall, and aside from that, put us up in some modest hotel or motel where we could eat and sleep until the moving of the house, and perhaps rent a small freezer to take care of the stuff we have in the freezer, while the power is off, you know, service is disconnected. I would ask that because I think that the highway commission would even offer that without asking it, but as business goes, everything should be stated in the, in the forms you fill out, what we would require to feel right about these things, and of course, the price of the point down there and what land you'll need, we can take that up after I have these statements made up. I could have that ready in ten days with the exception perhaps of what I would expect in payment for the land, but we can get together on that.

Judge Barmeier: I'm sure you can.

Mr. McShirley: My wife and I are easy to do business with as long as we're treated right, and I think most people find that out. We don't want to be an obstacle in holding up something that's betterment for all of us. And that's about all I can say today on that. I do want Mr. Patton or the state road man or whoever's going to be concerned with the responsibilities of moving our house. Now, for instance, our

drainfield is on the Old Portland Road side, and I'd have to put some signs up there so they wouldn't cross them with machinery and break our drainfield down. Now that would be another savings for the highway commission, if they could move our house over on this other plot which the wife and I have figured would be suitable, we could use the same thousand gallon concrete septic tank and our same drainfield, wouldn't have to be molested at all.

Judge Barmeier: Well, that would be very good. I'm sure that in your discussion with Mr. Patton you can clarify all of your -

Mr. McShirley: I think so, and I get, if I get these things typewritten up so it's understandable, would it be, who would I give this to now? Mr. Patton, down at his office, or commissioners, or somebody -

Judge Barmeier: Mr. Patton will be handling this.

Mr. McShirley: OK, then I'll leave it up to Mr. Patton. Well I guess when its properly written, I'll either take 'em down to his office at the county shed or give it to him when he drops off at the house. And that should be submitted within ten days from today?

Judge Barmeier: Yes, it would help if you --

Mr. McShirley: Of course now this may not include any decision on the price of the land around there like that, we'd have to take that up with a group of say, the county commissioners and perhaps you, the judge, and, is that right? The County Court has to --

Judge Barmeier: Know the value of it? Yes, they have to go over the, we would review it. Yes, the part of the hearing, and your statements in this ten-day period subsequent is relative to the reasonableness of the project. As far as negotiating for your interest in the property adjacent to it, that will be separately negotiated.

Mr. McShirley: I'd like to state also that if they should feel that what I would ask for that land is high that I wouldn't necessarily want that all in cash, we could stretch that over maybe a five-year period which would be also beneficial to me and my wife since I'm retiring and that would be income. And you know, if you get a little bit of money in a lump sum, it's gone. And it might help the county treasury too, if we did it that way.

Judge Barmeier: Those can be discussed with Mr. Patton. Thank you, Mr. McShirley. Mrs. Leona Nelson, do you have -

Mrs. Leona Nelson: Well -

Judge Barmeier: You have indicated a desire --

Mrs. Nelson: I'm not interested in selling, they're interested in buying, so let them talk to me.

Judge Barmeier: Do you have any comments on the project itself as to the advisability or the practical purpose of it?

Mrs. Nelson: Well I think I've said all that's necessary on that. You're dumping out a two-lane highway into another two-lane highway and there's not, there's more traffic on the road above that you're dumping into than there's going by. And as far as moving me into an apartment somewhere, I don't think any apartment would want me and my six dogs. I'm satisfied where I'm at, but I think it would be too close to the road. I know we'd be too close to the road. But as far as moving out, there's nothing to that. You can move anything you want to move. I know that. And I know if you want a road through there, you're gonna put it through there, so there's not too much I can say about it - that you'll listen to, I mean.

Judge Barmeier: Well, this is your oppertunity to comment on it at this time, in fact, that's the purpose of the hearing. You're certainly free and welcome to make any statement in that regard that you see fit to make.

Mrs. Nelson: You're taking the, or the State's, clear across the full length of the property. That would be all my, our frontage, our yard, our garden, our parking lot, and as I say, when we moved that one house in there we saved one lot to build on and there'd be about ten feet left of the lot. That much wouldn't do much, not even park a good boat on that. I guess I could plant a garden in the spring. Anything else?

(Mr. Nelson?) Only thing is, you'd be too close to the highway, I think, when you, when they put it in there. I think it's only twelve-fourteen feet from the house now. Probably move the house, I think it'd be alright if we could get it moved, have to move it back farther and - as it is now, as far as that goes, it would have to be moved back quite a little bit from the point, but I don't know whether it could be moved back or not?

Mrs. Nelson: Oh, they can move anything.

Judge Barmeier: Mr. Swygart, there's you, did you have anything further?

Mr. Allan Swygart: I have nothing to say.

Judge Barmeier: Is there any other interested party here that would like to make a statement? Did you have any comments, Mayor McMichael?

Mayor M. E. McMichael, City of St. Helens; Well, it's a badly needed improvement. I'm highly in favor of it. That's about all I have to say.

Judge Barmeier: Thank you. Any of you gentlemen -

Mrs. Nelson: One other thing, anything that's done, anything that's said, according to property settlement, I want in writing. Not verbal, nothing verbal.

Judge Barmeier: No. In relation to the negotiations?

Mrs. Nelson: Yes.

Mr. McShirley: We'll hold that's for me, too, of course.

Judge Barmeier: That would be - any offers or counter offers or negotiations of offers will be in writing, and clearly understood by both parties.

Mrs. Nelson: And Mr. Patton, will you send me an offer?

Mr. Frank L. Patton: Yes, I believe I will.

Mrs. Nelson: Okay.

Mr. Patton: I'll bring it to you, and -

Judge Barmeier: Well, if there are not any further statements, in regard to the project, or questions? If not, why we'll terminate the formal hearing on the project as presented. Now then, subsequent to this part of it, if there is any questions or discussion, complaints, questions of interest or concern, any of us here will be glad to consult with you in that regard.

MEMO TO FILES:
May 8, 1969

Columbia River Highway-Old Portland Road Section
Gable Road, FAS 574 (Spur)
Columbia County

Judge Barmeier informed me by telephone today that it is the wish of the County that the centerline of this project be revised to correspond to the suggested line drawn (by Jerry Wimer) in red on the print of the project. I hand-carried this print to George Wills' office.

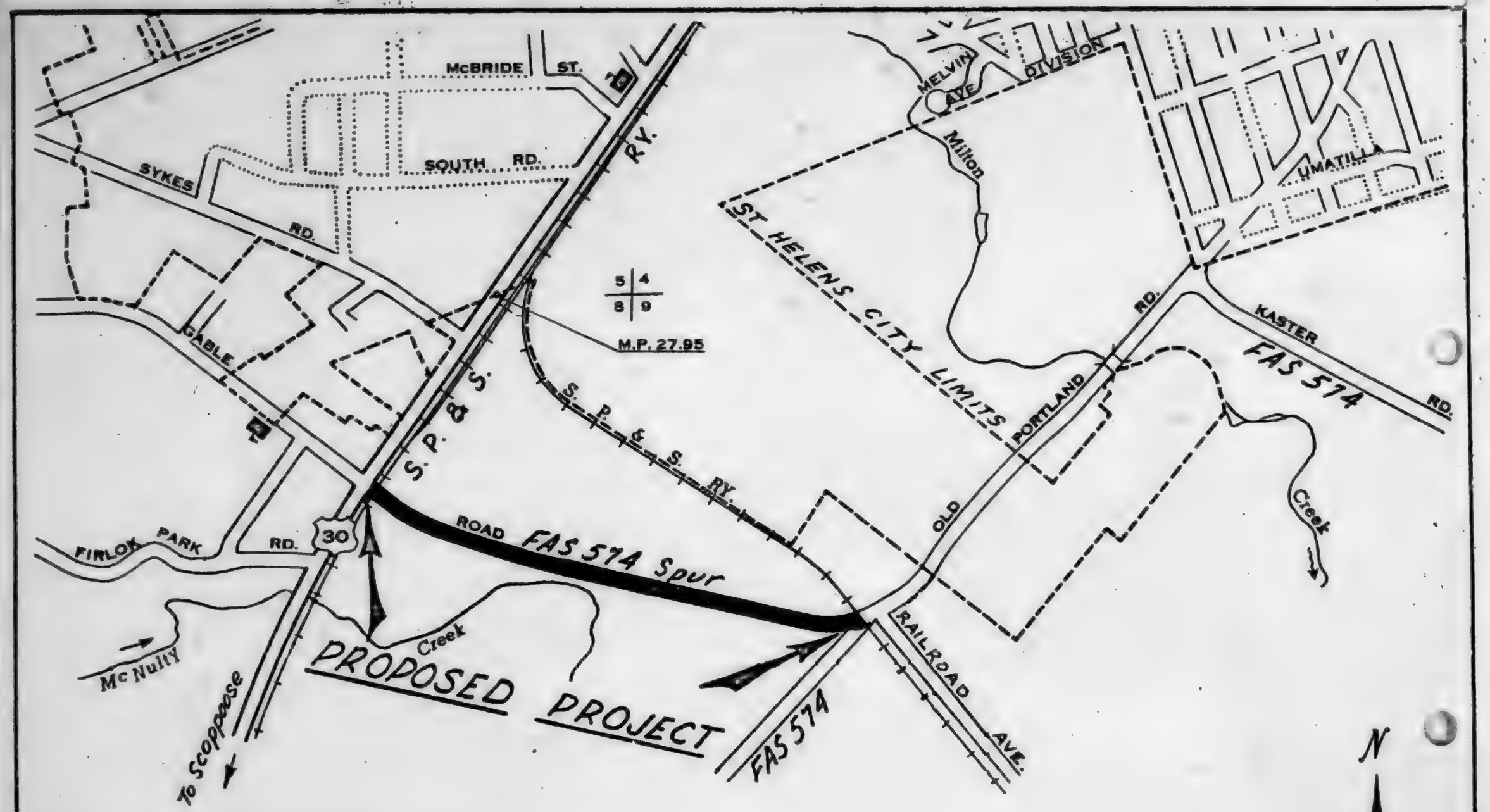
Each of the following people have been informed:

Jerry Wimer
Floyd Scott
George Wills
Wayne Reed
Jack Sollis
Frank Terpin
Ted Litchfield
Val Johnson

Harold Reynoldson
Planning Engineer
County-City Division

HR:eb

cc Jerry Wimer
Floyd Scott
George Wills
Wayne Reed
Jack Sollis
Frank Terpin
Ted Litchfield
Val Johnson



HEARING MAP

LOWER COL. RIV. HWY. - OLD PORTLAND RD. SEC.

Gable Road

Columbia County

ENGR. ✓ ... ✓ CE ✓ AE ✓ UC
✓ RPE ✓ ... RPE ☐ RPE ☐

SALEM, OREGON
June 7, 1972

Columbia River Hwy.-Old Portland Rd. Sect.
FAS 574 Spur
Columbia County

Mr. Vern Skoog
Controller
BUILDING

Attn: Mr. John Herr

Herewith is Columbia County's check (#23078) in the amount of $30,000. The necessary additional funds for the advance deposit for this project are to be made up by transferring from the County Federal funds to State Highway funds.

This project is now clear for award.

Harold Reynoldson
Rural Program Engineer
County and City Section

HR:ljt
Att.

cc: L. H. Young
Walt Hart

Rec'd check (#23078) C C Haverland

Date 6-7-72

RECEIVED
JUN 2 - 1972
FOR FILING
7751

June 1, 1972

S. D. Spencer & Son
4614 N. E. 72nd Avenue
Vancouver, Washington 98661

Gentlemen:

The State Highway Commission on May 31, 1972, accepted your bid in the amount of $178,255 on the Columbia River Highway-Old Portland Road Section of FAS 574 in Columbia County, which was the low bid received for that job on May 25.

The Commission referred the bid to the Administrator of Highways with authority to award the contract to you as soon as Columbia County approves the project and deposits $30,000, right-of-way is cleared and a railroad agreement is executed. When these conditions have been fulfilled, we will let you know.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
cc C. T. Keasey
Walt Hart
L. W. Rulien
W. J. Scofield

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 30, 1972

Board of Commissioners
Columbia County Courthouse
St. Helens, Oregon 97051

Attn: Mr. Keith C. Thompson
Engineer

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1972
ENGR. CSSR. UE LE US
UPE GE RE RPE

Gentlemen:

On May 25, 1972, the lowest of three bidders for the Columbia River Hwy.-Old Portland Road Section of FAS 574 Spur, was S. D. Spencer and Son, Vancouver, Washington 98661.

Even though this is the lowest of three bids, it is still approximately 14% above the State Highway Division's estimate, and is greater than the 10% tolerance, as indicated in our agreement. Because of this situation, the County must now determine whether to proceed or not. It is our opinion the bid would probably be no more favorable if we were to refuse this bid and readvertise. We are willing to proceed if you are.

If you do accept this bid, as per the agreement between the County and the State, the following advance deposit is required from the County prior to awarding the contract.

Bid Items	$178,255.00
Temporary Erosion Control	100.00
Flagging	500.00
Railroad Protection Costs	3,000.00
Other Railroad Costs	44,000.00
13½% Engineering & Contingencies	30,490.43
Estimated Total Cost	$256,345.43

County Advance Deposit:

20% of $256,345.43 = $51,269.09, or say $51,300.00.

At the request of the Board of Commissioners, the advance deposit of $51,300.00 will be made up of $30,000 County funds and the balance will be made up by transferring the amount of $21,300.00 from Columbia County FAS funds to State Highway funds.

Please make the amount of $30,000.00 County funds payable by check or warrant to the Oregon State Highway Commission; and to indicate your approval of the transfer of FAS funds, place your signatures in the spaces provided below and return to this office one signed copy of this letter along with the check or warrant.

Before we can award the contract we must be assured that the right-of-way is clear.

Please indicate your approval of this transfer of funds by placing your signature in the space provided below, and return one signed copy to this office.

APPROVED May 31 1972
BOARD OF COMMISSIONERS OF Columbia COUNTY
BY Robt Barnes Chm
COMMISSIONER
O J Ahlborn
COMMISSIONER
Jack Minkoff
COMMISSIONER

Very truly yours,

George M. Baldwin
Administrator of Highways

By

For H. S. Cox
County and City Engineer

HR:ljt

RECEIVED
MAY 25 1972
FOR FILING

7751

May 4, 1972

Board of County Commissioners
Columbia County
Courthouse
St. Helens, OR 97051

MISC. CONTRACTS and
AGREEMENTS No. 4475

Attn: Roy A. Nelson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to construction of the Lower Columbia River Highway-Old Portland Road Section of Gable Road.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

TRANSACTION NUMBER 5-21 THRU 5-23

FORM PR-48 (REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-28-72

BY (Signature): MR. ASBURRY'S APRIL 24, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1089 THRU 1091

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1089	EHS-S-SG-157(3)	0.58	200,000	127,000	COLUMBIA RIVER HIGHWAY— OLD PORTLAND ROAD SECTION.	GRADE, DRAIN, HIGH TYPE PAVEMENT, TRAFFIC SIGNALS.
1090	EHS-SG-S-157(3)	0.00	40,390	36,351	COLUMBIA RIVER HIGHWAY— OLD PORTLAND ROAD SECTION.	ADJUST RAILROAD FACILITIES AND INSTALLATION OF CROSSING SIGNALS BY RAILROAD FORCES.
1091	SU-578(1)	0.21	410,000	260,500	WEST PENDLETON INTERCHANGE SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT INSTALLATION OF TRAFFIC SIGNALS AND ILLUMINATION.

5-3-72

RECEIVED MAY 1972

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECTS IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN EXCEPT THAT BECAUSE ITEM 1091 INVOLVES A SECTION OF THE INTERSTATE SYSTEM, THE PS&E DOCUMENTS FOR THAT PROJECT MUST BE REVIEWED AND APPROVED PRIOR TO AWARDING OF A CONTRACT AS STATED IN OUR NOVEMBER 26, 1971 MEMORANDUM. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THESE PROJECTS ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECEIVED MAY 8 - 1972

FOR FILE 1091

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		4-28-72	FOR DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

4-21-72

FEDERAL - AID PROG

(PPM 21-1)

CARD	REPORT NUMBER (10)–(20)	PROJECT LOCATION (45 typewriter spaces) 21–65		PRESENT	FUTURE (68)–(70)	YEAR (71)–(72)	REG
CARD 2	1	Co.Rd. Jct. US 30 E. 0.58 Mi. to St. Helens	ADT	2,100	3,600	92	

CARD	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 20–62	NATL. FOREST (63)–(65)	FH ROUTE NO. (66)–(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)–(73)	PL. AUTH YR (74)–(75)	PRE
CARD 3	Gr., Dr., H.T. Pave., Sigs., RR Sigs.						EHS		14

CARD	CLASS OF FEDERAL FUNDS	COUNTY NAME	ROUTE NO.	FEDERAL - AID
CARD 4	Secondary		S	574 (Spur)

NAME OF URBAN AREA (17-31)

CARD 5	LINE NO. (1415)	CHANGE CODE (16)	PROJECT CODE (41)	WORK CLASS (42)	WORK TYPE (43–46)	STEP (53)	TERMINI (Full description)	MILES (54)–(58)	ESTIMATED PROJECT COST BY F: TOTAL ESTIMATED COST (59)–(66)	FEDERAL FUNDS (67)–(76)
1										
5					PE		Co.Rd. Jct. US 30 east 0.58 mi. to St. Helens			
5					ROW		"Columbia Riv. Hwy.- Old Portland Rd. Sec."			
5					CONST (CODE) (Y012) 6203			0.00 0.58	(40,390) 200,000	(36,351) 127,000
							PROJECT TOTALS	0.58	200,000	127,000

CARD	CODE	PREPARED BY	PROGRAM APPROVAL DATES
1	1		
1	14		

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Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
Helens	ADT	2,100	3,600	92	10	Oregon	35	022	1089

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
			EHS		EHS-S-SG-	157	(3)		

COUNTY NAME: Columbia — CODE: 009

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 574 (Spur) — STATE: Co.Rd. — U.S.:

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
					Gr., dr., two 12' lanes H.T. pave., with 8' shldrs.; traffic signals; two R.R. Xing signals. R.R. adjustment required including preparatory work. ROW-80' min.; Access Control-none; Parking Restrictions-none.
0.00	(40,390)	(36,351)		(4,039 R.R.)	
0.58	200,000	127,000	36,500	36,500 (Co.)	
0.58	200,000	127,000	36,500	36,500 (Co.)	

REMARKS

Additional Data: Item 1090, Project EHS-SG-S-157(3)
This is a jointly financed project utilizing Secondary and Secondary Railway-Highway Funds.

-OVER-

USCOMM DUSC OMM-DC 48905-P61

COLUMBIA RIVER HWY.-OLD PORTLAND ROAD SECTION

Existing Facility:

20' oil mat wearing surface with 3' shoulders.
2 R.R. grade crossings (one at each end).

Adjacent Facilities:

West End: Junction US 30.
East End: Junction Old Portland Road (FAS 574) 20' oil mat surface with 3' shoulders.

Project Data:

Construct on improved alignment two 12' lanes high-type pavement with 8' shoulders, install traffic signals at Junction US 30, adjust railroad facilities, by Railroad forces, at two crossings (one at US 30 Jct. and one at Old Portland Rd. Jct.), install railroad Xing signals, by RR forces, at both Xings.

Data for PR-37:

Roadway Type Code 6203	=	$161,968
Traffic Signals Type Code Y031	=	30,000
RR Type Code Y040	=	7,642
RR Type Code Y012	=	40,390

Railroad Xing Data:

Railroad Name: - - - - - - - -	Spokane, Portland and Seattle Railway Company and Lessee Burlington Northern, Inc.
Number of Tracks: - - - - - - - -	1 Mainline at Jct. US 30. 1 Spur line at Jct. Old Portland Rd.
Number of Trains: - - - - - - - -	Mainline - 16 per day (4 thru - 12 switch) Spur line - 8 switch per day.
Number of High-Speed Trains: - -	None.
Existing Xing Protection: - - -	Advance warning & X-buck signs.
Proposed Xing Protection: - - -	Standard #2 and/or #2b flashing light and gong Xing signals.
Railroad Benefits: - - - - - - - -	Maximum.

Exception to Minimum Design Standards:

Shoulders have been reduced from normal 10' to 8' to reduce amount of additional expensive right-of-way which would have been required from front yards of people's homes.

Public Hearing:

Held April 7, 1969. Ce
U.S.C. made April 12,
Plan.

Location/Design Approval:

Granted November 3, 196

Environmental Statement:

Not required as locatio
1970.

Relocation Assistance Paymen

Will be made by County

State and District 2 Clearin

Approval by letters da

Control of Utilities:

The State does not have
use by utilities of the
agreement is being prep

This project qualifies
Highway Safety Programs
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Jct. Old Portland

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been required from

Public Hearing:

Held April 7, 1969. Certification required by Section 128 of Title 23 U.S.C. made April 12, 1972 under the provisions of the Secondary Road Plan.

Location/Design Approval:

Granted November 3, 1969 under the provisions of the Secondary Road Plan.

Environmental Statement:

Not required as location/design approval was granted prior to January 1, 1970.

Relocation Assistance Payments:

Will be made by County if required.

State and District 2 Clearinghouse:

Approval by letters dated March 10, 1970 and April 29, 1970, respectively.

Control of Utilities:

The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

This project qualifies as "EHS" under the provisions of section "Emergency Highway Safety Programs" of IM 30-5-71 as relates to RR grade crossing improvements.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

4-21-72

FEDERAL-AID PRO

(PPM 21-1)

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

-72

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
t. Helens	ADT	2,100	3,600	92	10	Oregon	35	023	1090
65		(66)	(70)	(71) (72)			(2) (3)	(4) (8)	(14) (18)

	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI.	DESIG.
				EHS		EHS-SG-S-	157	(3)		
(68)	(69)	(70)	(71)	(72) (73)	(74) (75)	14 23	7 13		(24) (26)	27

	COUNTY NAME	CODE	PROGRAM STAGE
nway)	Columbia	009 (14) (16)	1 OR X 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
S	574 (Spur) (32)	Co.Rd. (36) (37)	(41)

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			Gr., dr., two 12' lanes, H.T. pave., with 8' shldrs.; traffic signals; two RR Xing signals.
						RR adjustment required including preparatory work.
						ROW-80' min.; Access Control-none; Parking Restrictions-none.
	(0.58)	(200,000)	(127,000)	(36,500)	(36,500 Co.)	
	0.00	40,390	36,351	-	4,039 (RR)	
T S	0.00	40,390	36,351	-	4,039 (RR)	
		(16) (23)	(24) (33)			

REMARKS

Additional Data: Item 1089, Proj. EHS-S-SG-157(3)
This is a jointly financed project utilizing Secondary and Secondary Railway-Highway Funds.

-OVER-

USCOMM DUSCOMM-DC 48801 P61

COLUMBIA RIVER HWY.-OLD PORTLAND ROAD SECTION

Existing Facility:

20' oil mat wearing surface with 3' shoulders.
2 R.R. grade crossings (one at each end).

Adjacent Facilities:

West End: Junction US 30.
East End: Junction Old Portland Road (FAS 574) 20' oil mat surface with 3' shoulders.

Project Data:

Construct on improved alignment two 12' lanes high-type pavement with 8' shoulders, install traffic signals at Junction US 30, adjust railroad facilities, by Railroad forces, at two crossings (one at US 30 Jct. and one at Old Portland Rd. Jct.), install railroad Xing signals, by RR forces, at both Xings.

Data for PR-37:

Roadway Type Code 6203	=	$161,968
Traffic Signals Type Code Y031	=	30,000
RR Type Code Y040	=	7,642
RR Type Code Y012	=	40,390

Railroad Xing Data:

Railroad Name: - - - - - - - -	Spokane, Portland and Seattle Railway Company and Lessee Burlington Northern, Inc.
Number of Tracks: - - - - - - - -	1 Mainline at Jct. US 30. 1 Spur line at Jct. Old Portland Rd.
Number of Trains: - - - - - - - -	Mainline - 16 per day (4 thru - 12 switch) Spur line - 8 switch per day.
Number of High-Speed Trains: - -	None.
Existing Xing Protection: - - -	Advance warning & X-buck signs.
Proposed Xing Protection: - - -	Standard #2 and/or #2b flashing light and gong Xing signals.
Railroad Benefits: - - - - - - - -	Maximum.

Exception to Minimum Design Standards:

Shoulders have been reduced from normal 10' to 8' to reduce amount of additional expensive right-of-way which would have been required from front yards of people's homes.

Public Hearing:

Held April 7, 19
U.S.C. made Apri
Plan.

Location/Design Appro

Granted Novembe

Environmental Statem

Not required as
1970.

Relocation Assistance

Will be made by

State and District 2

Approval by let

Control of Utilities

The State does
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been required from

Public Hearing:

Held April 7, 1969. Certification required by Section 128 of Title 23 U.S.C. made April 12, 1972 under the provisions of the Secondary Road Plan.

Location/Design Approval:

Granted November 3, 1969 under the provisions of the Secondary Road Plan.

Environmental Statement:

Not required as location/design approval was granted prior to January 1, 1970.

Relocation Assistance Payments:

Will be made by County if required.

State and District 2 Clearinghouse:

Approval by letters dated March 10, 1970 and April 29, 1970, respectively.

Control of Utilities:

The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

This project qualifies as "EHS" under the provisions of section "Emergency Highway Safety Programs" of IM 30-5-71 as relates to RR grade crossing improvements.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

Rev. 4-21-72

FEDERAL-AID PR (PPM 2

CARD 2	REPORT NUMBER (19)(20)	PROJECT LOCATION (45 typewriter spaces) 21	65	ADT	PRESENT	FUTURE (68)	YEAR (70)(71)				
	1	I-80N West Pendleton Intchge.			500	1,000	92				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28	62	NATL. FOREST (63)(65)	FH ROUTE NO. (66)(69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH (74)		
	Gr., Dr. High-Type Pave.										
CARD 4	CLASS OF FEDERAL FUNDS							COUNTY NAME			
	Secondary							Umati			
	NAME OF URBAN AREA 17-31							ROUTE NO.	FEDERAL-AID		
	Pendleton							S	470		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	ESTIMATED PROJECT CO FEDERAL FUNDS
1	(14-15)	16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
5					PE		I-80N West Pendleton Interchange			
5					ROW					
5					CONST (CODE) 6201 Y030		"West Pendleton Interchange Section"	0.21	410,000	260,500
								0.21	410,000	260,500

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24) (3

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-21-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	500	1,000	92	10	Oregon	35	022	1091

TE	SUPV AGCY	DA CLASS F.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
						SU-	578	(1)		

COUNTY NAME: Umatilla — CODE: 059

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S | FEDERAL-AID: 470 | STATE: Co. Rd. | U.S.:

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
						Gr., dr., 2 - 12' lanes H.T. pave, with 10' shldrs., Rev. & const. ramps of Intchge. & inst. traffic signs and illumination.
						ROW - 80' normal; access control-full; parking restrictions-complete.
	0.21	410,000	260,500	74,750	74,750 (Co.)	
ECT ALS	0.21	410,000	260,500	74,750	74,750 (Co.)	

REMARKS

-OVER-

USCOMM DUSCOMM-DC 48905-P61

WEST PENDLETON INTCHGE. SECTION
PROJECT NO. SU-578(1)

Existing facilities: Located line only.

Adjacent Sections:
Northerly: Jct. I-80N
Southerly: Located Line.

Project Data: The project consists of grading and draining two 12-foot lanes high-type pavement with 10-foot shoulders plus the revision and construction of the West Pendleton Interchange ramps (16-ft. roadway with 6' R & 4' L shldrs.) to provide a diamond type pattern with a loop in both the NE and SW quadrant. Also included in the project is the installation of guard rail and traffic signs, striping, seeding and mulching and illumination.

County will construct the new section of FAS 470, required for connection to this revised interchange to I-80N, to provide two 12' lanes with 8' to 10' shoulders.

Exception to Minimum Standards: None.

Right-of-Way: 80' normal.

Relocation Assistance Payments: Made by county where necessary.

System Action, Water Development, Railroads, Recreational and Historical Areas:
None involved.

Environmental Statement: FHWA memorandum of January 28, 1972 stated that the "Final Environmental Statement" has been reviewed and accepted by the Office of the Secretary of Transportation and the project can be advanced in the normal manner on February 21, 1972.

Clearinghouse Approval: Received State and District 12 Clearinghouse approval by letters dated August 24, 1971 and August 11, 1971, respectively.

Public Hearing: Held October 28, 1971. Certification required by Section 128 "Public Hearings" of Title 23, U.S.C. made under the provisions of the "Secondary Road Plan" on March 16, 1972.

Location/Design Approval: Granted March 17, 1972 under the "Secondary Road Plan".

Route Data: Serves a growing industrial area west of Pendleton and is a mail and school bus route.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

For PR 37: Illumination Y030 $50,000

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

RECEIVED
COUNTY & CITY SECTION
APR 20 1972
ENGR. COOR. UE AE UE
UPE CE RE RPE

Attention: County and City Section

4-19-72

SUBJECT: Federal Aid Project No. _____

Highway No. FAS 574 Spur

Project Name Columbia River Hwy.-Old Portland Road Section, Gable Road

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured, excepting one parcel which will be secured by May 24, 1972. Bids to be opened May 25

2. We hereby certify that: (check two)

☑ There has been no displacement of persons from residences, farms, or businesses; or

☑ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968. excepting as noted in Paragraph 1.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at St. Helens, Oregon,

this 19th day of April, 1972.

Columbia County.

Copy to :- John Ocks
C.G. Swanson
R.N. Chase
L.W. Rubick-Reg I

N. H. Bassman
Chairman

A. Ahlborn
Commissioner

Jack Minkoff
Commissioner

(5/12/70)

ADT: 1972 - 2100
1992 - 3600

DHV: 1972 - 210
1992 - 360

MEMO TO R. N. CHASE Date March 17, 1972

FAS 574 Spur, COLUMBIA COUNTY, Columbia River-Old Portland Road SECTION

TERMINI: Adjacent to southerly city limits of the City of St. Helens. M.P. 0.00 to 0.58

PROPOSED WORK: Grade, drain, base and pave. Install traffic control signals on FAP 1 (US 30 Hwy). Also improve two RR crossings and install traffic control signals at same RR crossings.

PROJECT LENGTH: 0.58 mile

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER (Railroad)
CONSTRUCTION	240,000	159,200	38,400	38,400	4,000

240,000 − 48,000 = 192,000
192,000 × 60% = 115,200
115,200 + 44,000 = 159,200
192,000 × 20%
48,000 + 44,000 + 4,000

EXISTING FACILITIES: 26' roadway having 20' oil mat and 3' gravel shoulders. Two RR grade crossings each with cross bucks and advance warning signs.

ADJACENT SECTIONS:
NORTH END: FAS 574
SOUTH END: FAP 1

PROJECT DATA: Construct a roadway 40' in width on improved alignment. Roadway to be paved full width with AC and will have two 12' travel lanes and 8' shoulders. Install traffic control signals on FAP 1 at junction of FAS 574 spur. Traffic signs and striping are to be included in project. RR forces will improve, widen, and install traffic control signals at two RR crossings. The signals on FAP 1 and RR crossing at the junction of the two routes are to be intertied. Short piece of curb to be constructed at junction of FAS 574 and this spur. RR protective insurance and protective services are to be included.

RIGHT-OF-WAY: 80' minimum
ACCESS CONTROL: None
RR XING: Two crossings--Mainline: 4 freight trains per day 30 mph, 12 switching actions per day at 10 mph. Spur Track: 8 switching actions per day at 10 mph.

MINIMUM DESIGN STANDARDS: Shoulders are reduced from 10' to 8' to reduce amount of additional expensive R/W which would have been required from front yards of people's homes.
SYSTEM ACTION: Completed
PUBLIC HEARING: Held 4/7/69. 1st Notice 3/3/69. 2nd Notice 3/31/69.
UNUSUAL OR COMPLICATED SITUATIONS: The traffic control signals at the two RR crossings are to be an FAS-G project with the RR paying 10% of cost and the 90% cost will be Federal funds from Columbia County's allocations.
ROUTE DATA: See S-157(1).
Hearing Certification: 4/12/72
Parks and recreation areas affected----------No
Relocation assistance: No person moved. All related R/W costs paid by County.
Social, economic and environmental effects considered----------Yes
Location-design approval----------11/3/69
Clearinghouse approval----------3/10/70
Utilities to be controlled by agreement prior to award of contract.
Environmental Statement: Not required (See memo dated 4/3/72)
Has been approved by Columbia County Planning Commission.

RECEIVED
FOR FILING

1751

3-20-72

MEMO TO FILES

Re: Columbia River Hwy.-Old Portland Road Sect.
Gable Road, FAS 574
Columbia County

Design approval for the subject FAS-C project was received on November 3, 1969 which date was prior to January 1, 1970, as stipulated in PPM 90-1, Section 5a and c; therefore, the environmental considerations as set forth in PPM 90-1 do not apply to this project.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

cc: Tom Edwards
F. B. Klaboe
R. L. Schroeder
L. H. Young
R. E. Royer
R. N. Chase

NOTED
F. B. KLABOE

RECEIVED
MAR 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 6 - 1972
FOR FILING

MEMO TO FILE
March 3, 1972

Re: Footpaths and Bicycle Trails
Columbia River Hwy.-Old Portland Road Sect.
Gable Road, FAS 574
Columbia County

Paths and trails will not be established under this project inasmuch as the cost of establishing such paths or trails would be excessively disproportionate to the need and use.

Location/design approval for the project was given November 3, 1969. Subsequently, right-of-way and design criteria was established in 1970, which was before the effective date of ORS Chapter 376 as adopted by the 1971 legislature. Columbia County has already acquired the necessary right-of-way for the project based on a roadway consisting of two 12-foot travel lanes and 8-foot paved shoulders. To revise the roadway, at this time, and require the County to return to the property owners for additional right-of-way to accommodate a footpath or bicycle trail would cause unwarranted expense to the County.

Robert H. Prange
Rural Engineer
County and City Section

RHP:ljt

cc: R. L. Schroeder
L. H. Young
Victor D. Wolfe
F. L. Hall
R. E. Royer
F. E. Terpin
R. N. Chase

RECEIVED
MAR 2 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

RECEIVED
COUNTY & CITY SECTION
FEB 25 1972
ENGR. COOR. LC AE UE
UPE CE RE RPE

February 22, 1972
(date)

Columbia County Board of Commissioners
Courthouse
St. Helens, Oregon 97051

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway FAS 574 (Gable Road)

Section Columbia River Highway-Old Portland Road: Grade, Pave & Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☑

If answer is yes, please list organizations:

Feb. 23, 1972
(date)

By R. H. Baumeister, Chmn.

By [signature]
Commissioner

By Jack Minkoff
Commissioner

cc: L. H. Young
Attn: Duane Ridings

NOTED
H. S. COX

RECEIVED MAY 15 1970

May 12, 1970
(date)

Columbia County Board of Commissioners
Courthouse
St. Helens, Oregon 97051

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

Highway FAS 574 (Gable Road)

Section Columbia River Hwy.-Old Portland Road Sect. Grade, Pave and Signals

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

RECEIVED
MAY 22 1970
ENGINEER
COUNTY & CITY DIVISION

May 20, 1970
(date)

By J. N. Bammer
Chairman

By Robt L Bloomquist
Commissioner

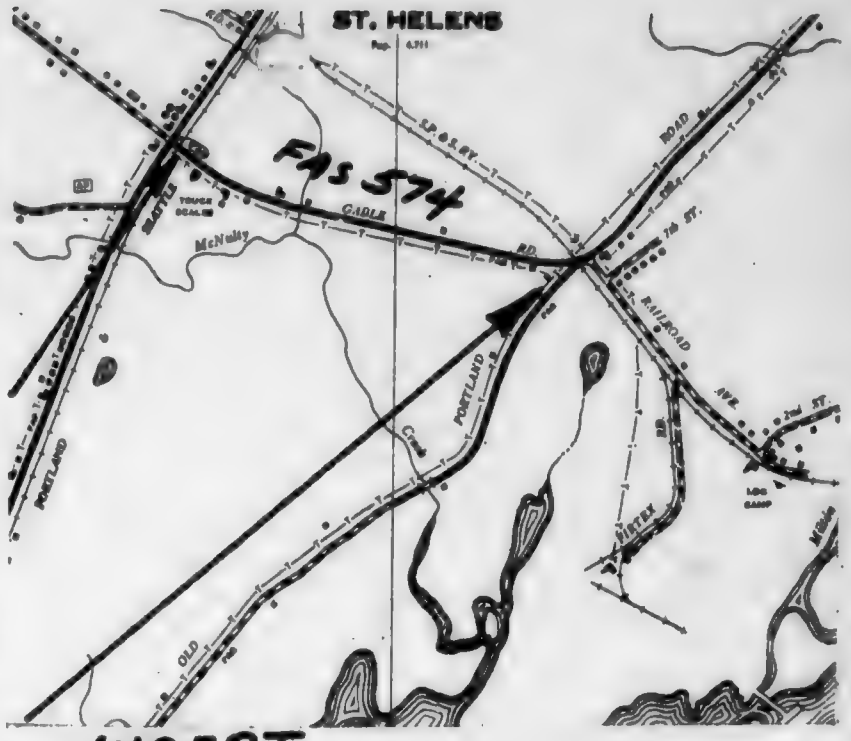
By Jack Minkler
Commissioner

NOTED
HAROLD D. REYNOLDSON

cc: L. H. Young
NOTED Attn: Duane Ridings
R. H. PRANGE

Noted
Oscar H. Norberg

NOTED


ST. HELENS
FAS 574
SP & S RY.
ROAD
GABLE
RD.
7th ST.
McNulty
PORTLAND
Creek
PORTLAND
OLD
INSERT

RAINIER
Fern Hill
PRESCOTT
Apiary
GOBLE
Shiloh Basin
Trojan
Martin Island
Burke Island
MERIDIAN
Kerns
WOODLAND
DEER ISLAND
Watervie
COLUMBIA CITY
Tre holm
ST. HELENS
CLARK
COWLITZ
CLARK
Yankton
McNULTY
Spitzenberg
WARREN
RIVER
RIDGEFIELD
PROPOSED PROJECT
FAS 574
APPLE VALLEY
SCAPPOOSE
SOUTH SCAPPOOSE
WASHINGTON
COUNTY
Johnsons Crossing
MULTNOMAH
WILLAMETTE
COUNTY
Sara
Knapp
N
T 5 N
T 4 N
R 5 W
R 2 W
R 1 E
COLUMBIA COUNTY

NOTED
H. S. COX

May 1, 1969
(date)

Columbia County Court
Courthouse
St. Helens, Oregon 97051

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Department, County and City Division, State Highway Building, Salem, Oregon (97310). Retain the second copy for your records.

NOTED
DON HARWELL

Highway FAS 574 (Gable Road)

Section Columbia River Highway-Old Portland Road: Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes [ ] No [X]

If answer is yes, please list organizations:

RECEIVED
MAY 12 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD
REYNOLDSON

May 7, 1969
(date)

By J. N. Bowman
County Judge

By Robert L. Gloyer
Commissioner

By Jack Munkoff
Commissioner

NOTED
P. B. Arensmeier

cc: L. H. Young
Attn: Duane Ridings

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

RECEIVED
FEB 16 1972
FOR FILING

7751

February 15, 1972

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the February 22 meeting a request from Columbia County for utilization of Federal funds as matching moneys for two projects: Lower Columbia River Highway-Old Portland Road Section of Cable Road, FAS 574, and Nehalem River (Clear Creek) Bridge Section, FAS 612.

Two traffic fatalities at one of the railroad crossings on FAS 574 and rapid deterioration of the structure on FAS 612 have resulted in considerable pressure on the County to bring these projects to a construction stage.

The FAS 574 project was originally approved by the Highway Commission in July of 1968 and the FAS 612 project in May of 1971; however, lack of county funds has prevented their construction.

We hereby request your approval and authorization to finance these projects utilizing Federal Aid matching moneys; i.e., 80 percent Federal funds and 20 percent State funds. This will amount to approximately $368,000 Federal funds and $81,000 State funds.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

HR:mm kw
cc: Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
Gary L. Ross
Gary L. Sund
H. S. Cox
L. W. Rulien

2-1-72

Nehalem River (Clear Creek) Bridge Section
FAS 612
Columbia County

Present estimated cost is approximately $250,000

Federal - 60% ($150,000) State - 20% ($50,000) County - 20% ($50,000)

Lower Columbia River Hwy.-Old Portland Road Section
Gable Road, FAS 574
Columbia County

Present estimated cost is approximately	$200,000
Less Railroad signals FAS-G (90% of $48,000)	43,000
	$156,000

Federal - 60% ($93,600) State - 20% ($31,200) County - 20% ($31,200)

County's total 20% share is approximately $81,000. The County has but $25,000 to $30,000 to apply to their $81,000 share. The County is requesting that the State advance the necessary funds to cover the remainder of the County's share. The County will reimburse the State by transferring an equal amount of County federal funds to State Highway funds, upon project completion.

2/1/72

Order No. 71-388

Crossing Nos. 5A-27.61-C
5A-26.70

RECEIVED
COUNTY & CITY SECTION
JUL 16 1971
ENGR. Gen. Acc. UPE
UPE CE RE RPE

BEFORE THE PUBLIC UTILITY COMMISSIONER

OF OREGON

SXF-490
and
SXF-491

In the Matter of the Applications of COLUMBIA COUNTY for authority to alter highway grade crossings over the tracks and right of way of the Spokane, Portland, and Seattle Railway Company, approximately 0.1 mile southerly and 0.3 mile southwesterly from the south city limits of St. Helens, in Columbia County

ORDER

On March 29, 1969, Columbia County, duly filed applications with the commissioner seeking authority to alter two existing highway grade crossings over the tracks and right of way of the Spokane, Portland and Seattle Railway Company in St. Helens, Oregon.

Copies of the applications were duly served upon the Spokane, Portland and Seattle Railway Company, Oregon State Highway Commission, Portland General Electric Company, Pacific Northwest Bell Telephone Company, and Northwest Natural Gas Company.

By answer dated June 23, 1969, respondent railroad objected to certain provisions of the applications. Applicant, by letter of November 12, 1969, requested that the matters be set for hearing.

On January 15, 1970, hearing was held in the above matters. Evidence was adduced and the hearing ordered continued to a later date. A second hearing date was set, but the hearing was canceled pending a further study of the matter by applicant.

On March 13, 1971, applicant duly filed amended applications. Copies of the amended applications were duly served on all parties of interest.

By answer dated June 11, 1971, Pacific Northwest Bell Telephone Company requested certain conditions be placed in any order issued by the commissioner regarding the amended applications.

By letter dated June 23, 1971, applicant agreed to the conditions requested by Pacific Northwest Bell Telephone Company.

Due consideration has been given to all representations in the amended applications and responses thereto. No matters within the scope of ORS chapter 763 remain at issue and no hearing will be required.

Based upon the amended applications, the files and field investigations of the commissioner, it is found that the amended applications should be granted upon the following terms and conditions. It is therefore

ORDERED that:

SXF-490 --- Alteration of Crossing No. 5A-27.61-C

(1) The authority to alter the crossing as requested herein is granted.

(2) Applicant shall:

(a) prepare plans, specifications, and award a contract for the construction of the highway and bear all costs thereof;

(b) install and maintain standard advance warning signs in advance of each approach to the crossing and bear all costs thereof;

(c) maintain the highway and its appurtenances upon completion of construction and bear all costs thereof; and

(d) bear 90 percent of the cost of the automatic signalization ordered herein.

(3) Spokane, Portland and Seattle Railway Company (railroad) shall furnish and install two commissioner's standard No. 2B bracket mounted flashing light signals, equipped with auxiliary gongs, at appropriate locations at the crossing and bear 10 percent of the cost thereof.

(4) Railroad shall maintain the railroad tracks, ties, ballast, bracket mounted flashing light signals and other railroad facilities after construction of the crossing and bear all costs thereof.

(5) Railroad, subject to reimbursement by applicant, shall furnish and install such additional treated ties, ballast, welded rail and guard rails, as may be necessary

to provide a 60-foot wide paved road crossing.

(6) Applicant shall notify commissioner upon the completion of the alteration project.

SXF-491 --- Alteration of Crossing No. 5A-26.70

(1) Authority to alter the crossing as requested is granted.

(2) Applicant shall, at its own expense:

(a) prepare plans, specifications, and award a contract for the construction of the highway;

(b) install and maintain standard advance warning signs in advance of each approach to the crossing;

(c) maintain the highway and its appurtenances, upon completion of the construction; and

(d) place asphaltic concrete between the inner guard rails installed by railroad as ordered herein.

(3) Applicant shall bear 90 percent of the cost of the automatic signalization ordered herein.

(4) Railroad shall:

(a) maintain the railroad tracks, ties, ballast, flashing light signals and other railroad facilities, after construction of the crossing, and bear all costs thereof; and

(b) furnish and install one commissioner's standard No. 2 and one commissioner's standard No. 2B bracket mounted flashing light signals, equipped with auxiliary gongs, at appropriate locations at the crossing and bear 10 percent of the cost thereof.

(5) Railroad, subject to reimbursement by applicant, shall:

(a) rearrange signal and communication lines as may be required;

(b) provide and install preservative treated ties and ballast along the portion of the tracks to be covered by the highway roadway, install continuous rail throughout the crossing, and install inner guard rails to provide flangeways for the retention of the roadway pavement for a width, when measured along the centerline of track, of 52 feet; and

(c) provide such watchmen and flagmen as may be necessary to protect the traffic upon the railroad during the period of construction of the crossing.

(6) Applicant shall notify the commissioner upon the completion of the alteration project.

It is FURTHER ORDERED that applicant give Pacific Northwest Bell Telephone Company, not less than six months' advance notice prior to the start of construction of either or both of the above alteration projects and that all work schedules be cooperatively organized so as to facilitate relocation of telephone facilities without interruption of telephone service to and within the community of St. Helens, Oregon.

Made, entered and effective JULY 9 1971.

PUBLIC UTILITY COMMISSIONER OF OREGON

DIARMUID F. O'SCANNLAIN
Public Utility Commissioner

LEE JOHNSON
ATTORNEY GENERAL
RECEIVED
MAY 28 1971
FOR FILING

7751

DEPARTMENT OF JUSTICE
100 STATE OFFICE BUILDING
SALEM, OREGON 97310
TELEPHONE: (503) 378-6348

May 24, 1971

TRIAL DIVISION

THOMAS D. O'DELL
CHIEF TRIAL COUNSEL

WALLACE CARPENTER
ASSISTANT CHIEF TRIAL COUNSEL

LEONARD I. LINDAS
KEITH R. HALONEY
ASSISTANT ATTORNEYS GENERAL AND COUNSEL

JAMES A. BLEVINS — JAMES F. LARSON
JAMES P. CRONAN, JR. — JOHN R. MC CULLOCH
QUINTIN B. ESTELL — FRANK C. MC KINNEY
MICHAEL GILLETTE — EARL M. PRESTON
LAWRENCE J. HALL — R. KEN ROBERTS
LESLIE B. HAMPTON — GEORGE E. ROHDE
ROBERT A. HOLLAND — JAMES A. SANDERSON
DONALD J. HOWE — JACK L. SOLLIS
E. DAVID LADD — CARLOTTA M. SORENSEN
ASSISTANT ATTORNEYS GENERAL

Mr. Sam R. Haley
Public Utility Commissioner
200 Public Service Building
Salem, Oregon 97310

Attention: Don Haakenson, Supervisor
Transportation Services

Re: In the Matter of the Applications of COLUMBIA COUNTY for authority to alter a highway grade crossing over the tracks and right of way of the Spokane, Portland and Seattle Railway Company, St. Helens
(PUX 730-731)
(SXF 490-491)

Dear Mr. Haley:

The State of Oregon, by and through its State Highway Commission, has no objection to the issuance of an order in accordance with the application filed in the above entitled matter. The county road is not under the jurisdiction of the Highway Commission.

Subsequent advise on the further proceedings relative to this matter will be appreciated.

Very truly yours,

LEE JOHNSON
Attorney General

Jack L. Sollis
Assistant Attorney General
Trial Division

JLS:jm
enc.
cc: Tom Edwards
F. D. Morgan
L. W. Rulien
T. W. Litchfield
Spokane, Portland, and Seattle Railroad
Columbia County Engineer

NOTED
TOM EDWARDS

RECEIVED
MAY 25 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 30 1971
UTILITY UNIT
FOR FILING

OREGON STATE HIGHWAY DIVISION

7-2

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

TOM McCALL
GOVERNOR

April 29, 1971

Mr. Robert A. Lucas
District Attorney
Columbia County Court House
St. Helens, Oregon 97051

Re: Descriptions of Easements
Columbia River Highway-Old Portland Road Section
FAS 574-Gable Road
Columbia County
SXF 490 SXF 491
Pux 730 Pux 731

Dear Mr. Lucas:

This is in reply to your letter dated April 23, 1971 wherein you request additional copies of descriptions of the property required from Burlington Northern Inc., for the two grade crossings on this project.

You will find attached four (4) copies of the description of our R/W File No. 43362-F, dated May 14, 1969, which describes the property required from the Railroad at the two crossings. You will also find attached, a copy of my letter to Mr. Moy, dated May 26, 1969, for your reference.

With regard to the Miller problem, the description attached to your letter is incomplete since it describes merely the center line without describing the width on either side of the center line. I have discussed this matter with our Mr. Harold Reynoldson of our County and City Section and he will send you appropriate information so that you may complete your negotiations with the Millers.

If you need any further information, please advise since I am anxious to see this matter concluded satisfactorily.

Thank you for returning the transcript of testimony for SXF 352 which we loaned you for your information.

Very truly yours,

TWL:dl
Enclosure
cc: F. B. Klaboe w/copy of Mr. Lucas' letters
H. S. Cox "
L. W. Rulien "
R. H. Rumbolz "

F. D. Morgan
Construction Engineer

By ORIGINAL SIGNED BY
T. W. LITCHFIELD
T. W. Litchfield
Railroad and Utility Unit

RECEIVED
APR 30 1971
OFFICE OF
STATE HIGHWAY ENGINEER

LOWELL W. BERGEN
CHIEF DEPUTY DISTRICT ATTORNEY
KENNETH E. ILTZ
DEPUTY DISTRICT ATTORNEY
PHIL D. JACKSON
INVESTIGATOR

ROBERT A. LUCAS
DISTRICT ATTORNEY
COLUMBIA COUNTY, OREGON

April 23, 1971

COLUMBIA COUNTY
COURTHOUSE
ST. HELENS, OREGON

AREA CODE 503
397-0300

Routing

RECEIVED

CONSTRUCTION
DIVISION

Mr. Ted Litchfield
Oregon State Highway Department
Public Service Building
Salem, Oregon 97310

Re: Railroad Crossings on Gable Road
SFX 490 - SFX 491

Dear Ted:

I am writing to you concerning two problems that I have concerning the Gable Road improvement here in St. Helens.

The first one relates to a description of easements needed from the railroad at both of the crossing sites in order to proceed with this project. I have searched our files high and low and am unable to find a letter from you to H. F. Moy, dated May 26, 1969, providing Moy with a description of the easements that we need. I do have in our file the right-of-way maps No. 9B-5-16, however, they do not provide me with a description that can be extracted and placed on an easement or a deed from the railroad to Columbia County. Can you assist me in this matter in obtaining an accurate description to place on the required document?

Secondly, I am having some trouble with some land owners by the name of Miller who own a strip of property bordered by the Gable Road improvement. Again my problem lies with the legal description of the property that we are purchasing from Millers. Attached hereto is a copy of the description utilized in the option we obtained from Millers. They claim this description is not correct in that they

discussed this matter with someone from the county and/or the state and were advised that consideration would be given them with regard to the proximity of this road to their home and that the centerline of the road would be moved over the other direction so as to allow them more of a front yard. Do you know if in fact a conversation like this ever took place and if in fact the centerline of the roadway was changed somewhat in the vicinity of the Miller property from what was originally planned? If so, is the description that I have here for the property we are buying from Miller correct or is it as they suspect the original description prior to the change?

Thank you for your cooperation in this matter. Maybe some day we will actually be able to complete this project.

Very truly yours,

ROBERT A. LUCAS
District Attorney

RAL:th
enc.

A parcel of land lying in the John McNulty Donation Land Claim No. 50 and in the Thomas H. Smith Donation Land Claim No. 40, Township 4 North, Range 1 West, Willamette Meridian, Columbia County, Oregon, and being a portion of that property described in those deeds to Herbert E. Miller and William J. Miller, recorded in Book 76, page 146, and in Book 149, page 701 of Columbia County Record of Deeds; the said parcel being that portion of said property included in a strip of land variable in width, lying on each side of the center line of Gable County Road as said county road has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 10+10.16, said station being 955.38 feet South and 188.22 feet West of the Northwest corner of the Thomas H. Smith Donation Land Claim No. 40, Township 4 North, Range 1 West, Willamette Meridian; thence on a spiral curve left (the long chord of which bears South 52°53'55" East) 100 feet; thence on a 954.93 foot radius curve left (the long chord of which bears South 58°25'45" East) 117.69 feet; thence on a spiral curve left (the long chord of which bears South 67°57'35" East) 300 feet; thence South 70°57'35" East 90.50 feet; thence on a spiral curve left (the long chord of which bears South 71°17'35" East) 200 feet; thence on a 5729.58 foot radius curve left (the long chord of which bears South 73°57'57.5" East) 401.25 feet; thence on a spiral curve left (the long chord of which bears South 76°38'20" East) 200 feet; thence South 76°58'20" East 1255.59 feet; thence on a 477.47 foot radius curve left (the long chord of which bears North 78°27'10" East) 409.58 feet to Engineer's center line station 40+84.77.-----

LOWELL W. BERGEN
DEPUTY DISTRICT ATTORNEY

PHIL D. JACKSON
INVESTIGATOR

ROBERT A. LUCAS

DISTRICT ATTORNEY
COLUMBIA COUNTY, OREGON

COLUMBIA COUNTY
COURTHOUSE
ST. HELENS, OREGON
AREA CODE 503
397-0300

April 26, 1971

Richard A. Franzke, April 26, 1971

cription of those easements in a letter to him dated
ay 25, 1971, with a copy to Mr. Harry Madison
in Seattle.

...for your continued cooperation.

Very truly yours,

Richard A. Franzke, Esquire
Attorney at Law
Davies, Biggs, Strayer, Stoel and Boley
1410 Yeon Building
Portland, Oregon 97204

ROBERT A. LUCAS
District Attorney

Re: Railroad Crossings On Gable Road In St. Helens,
SFX 490 - SFX 491

Dear Dick:

As I suggested to you on the phone a couple of months ago, I am writing this to you as a request to have the Burlington Northern Railroad convey to Columbia County whatever additional easements are needed to allow us to reconstruct Gable Road from Highway 30 through the railroad crossing near there to and through the railroad crossing on Gable Road at Old Portland Road in St. Helens, Oregon.

You and representatives of the railroad at the PUC hearing conducted in St. Helens, Oregon, early in 1970 suggested that you would convey these easements to Columbia County and the public at no cost to us if we were to relent on our request for Standard No. 4 Automatic Gates to be installed at both your crossings. It would appear that after negotiations during the interim we are in a position to agree with the railroad that Standard No. 2B signals can be installed at both these locations.

Mr. Ted Litchfield from the Oregon State Highway Department advised me that he has provided Mr. H. F. Moy with a des-

COPY

cription of these easements in a letter to him dated May 26, 1969, with a carbon copy to Mr. Harry Hudson in Seattle.

Thank you for your continued cooperation.

Very truly yours,

ROBERT A. LUCAS
District Attorney

RAL:th
cc - Mr. Ted Litchfield

ATTACHMENT B

775/

NOTICE OF INTENT

3-70

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 2761 (Phone)

1. Project Location

Administrative District 2 City

County Columbia Special District(s) (if applicable)

Other affected jurisdictions/agencies

---

2. Federal Program

Common Program Name Federal Aid Secondary

Authorizing Legislation Title 23, U.S.C., Highways (Public Law No. and Title)

Fed. Admin. Agency: Dept. Department of Transportation

Agency Bureau of Public Roads

3. Estimated Project Cost

Federal Share ☐ Loan ☒ Grant $120,000 Source of State Agency Share (if any) (Columbia Co.)

Local Applicant Share 40,000 General Fund - -

*State Agency Share 48,000 Other Funds (specify)

Other (specify) - -

TOTAL $208,000 *Total State Agency Share $48,000

*Indicates totals should be equal.

---

4. Estimated Application Filing Date March 1970

---

5. Project Description (Please use back of page, attaching supplemental sheets if necessary.)

Columbia River Highway-Old Portland Road Section, FAS 574
Project to consist of preliminary engineering, grading, paving, signals and incidental work to improve the existing facility to current standards.

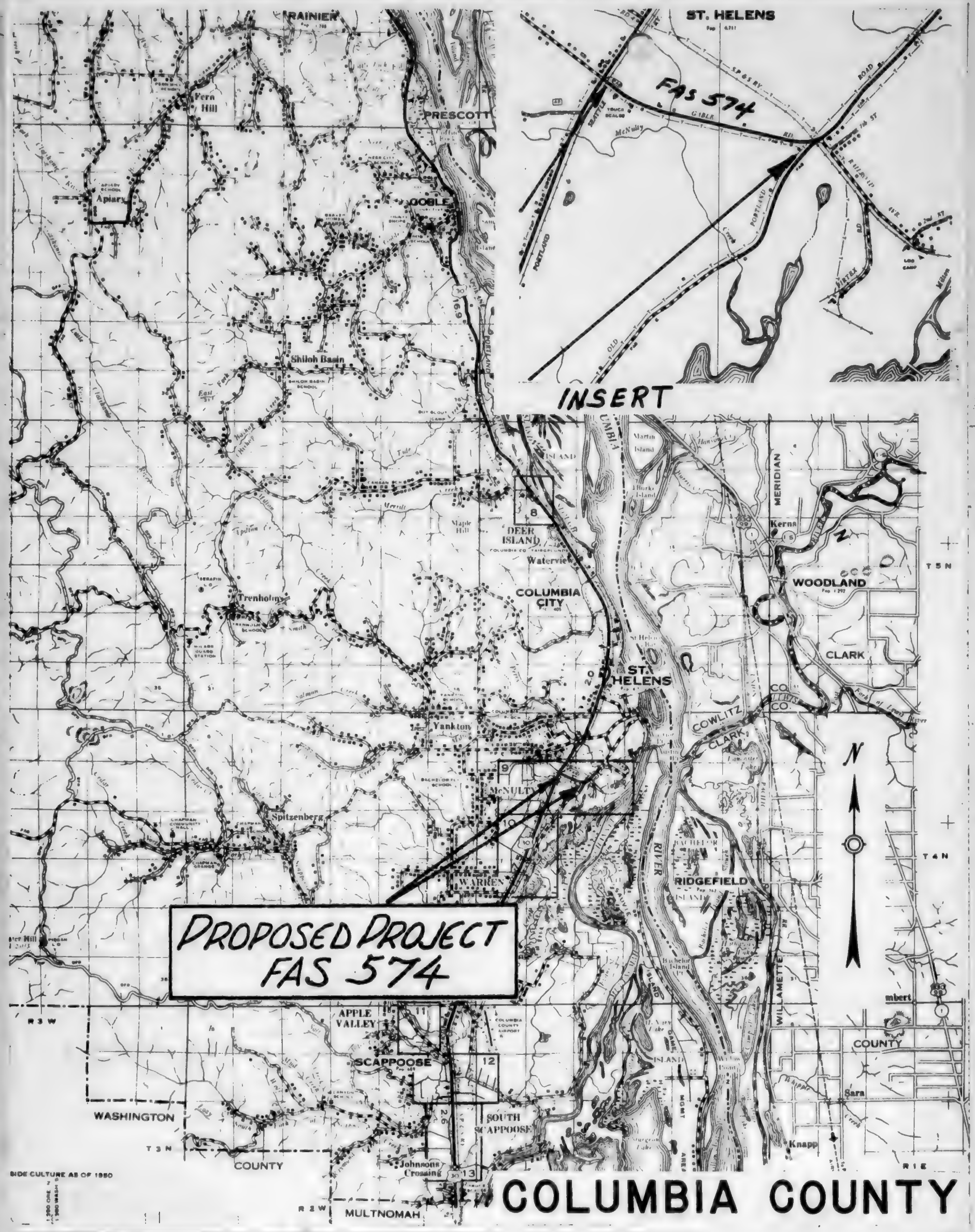
(over)

Length of Project 0.5 mile

Work Narrative

Grade, drain, base and pave a roadway 40 feet in width, which consists of two 12-foot travel lanes and 8-foot shoulders.

See attached map for geographic location.


ST. HELENS
FAS 574
INSERT
PRESCOTT
Apiary
Shiloh Basin
Trenholm
COLUMBIA CITY
DEER ISLAND
Watervie
ST. HELENS
Yankton
McNULTY
Spitzenberg
WARREN
RIDGEFIELD
WOODLAND
CLARK
COWLITZ
CLARK CO.
MERIDIAN
Kerna
Martin Island
Hunter Island
PROPOSED PROJECT
FAS 574
APPLE VALLEY
SCAPPOOSE
SOUTH SCAPPOOSE
WASHINGTON
COUNTY
Johnsons Crossing
MULTNOMAH
R 3 W
R 2 W
T 5 N
T 4 N
T 3 N
R 1 E
WILLAMETTE
RIVER
Sara
Knapp
SIDE CULTURE AS OF 1950
COLUMBIA COUNTY

RECEIVED
MAY 28 1969

OREGON STATE HIGHWAY DEPARTMENT

7751

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

May 26, 1969

Spokane, Portland and Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97207

ATTENTION: Mr. H. F. Moy

Re: Revised PUC Map and Description
of Easement
Columbia River Highway-Old Portland
Road Section
FAS 574 - Gable Road
Columbia County

Gentlemen:

The County has requested a slight change of alignment of the proposed highway and as a result this forces a minor change in the grade crossing at the westerly end of the project. You will find attached two (2) prints each of the following:

1. PUC Map No. 9B-5-14, Rev. May, 1969, showing Gable Road Grade Crossing.

2. Description of easement for the two (2) crossings for Right of Way File 43362-F dated May 14, 1969.

3. Right of Way Map No. 9B-5-16 showing the two (2) grade crossings as revised.

Please substitute this information for that transmitted to you with our letter of March 24, 1969. Other details contained in our letters of March 24 and April 8, 1969, remain unchanged.

Copies of the PUC Map are being sent to the County, who will amend their application to the Public Utility Commissioner. Additional information will be sent to you as it becomes available.

TWL:ss
cc: F. B. Klaboe
H. S. Cox
R. D. Asburry
V. E. Shull
F. W. Sugnet

cc: H. E. Hudson - SP&S - w/2 prints of 9B-5-16 and Description
Honorable N. W. Barmeier, Co. Judge

Very truly yours,

F. D. Morgan
Construction Engineer
ORIGINAL SIGNED BY
By: T. W. LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

RECEIVED
MAY 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 28 1969
GAME COMMISSION

7751

GAME COMMISSION

OFFICE OF THE DIRECTOR

P. O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 222-9611

TOM McCALL
GOVERNOR

COMMISSIONERS
GEORGE L. HIBBARD, Chairman
J. PAT METKE, Vice Chairman
JOHN P. AMACHER, Member
JOSEPH W. SMITH, Member
JAMES W. WHITTAKER, Member

JOHN W. McKEAN
State Game Director

May 23, 1969

cc's sent 5-27-69

F.B. Klaboe/
F.D. Morgan
L.H. Young
G.C. Wills
F.E. Terpin (11)
T.C. Roake (11)
A.E. Johnson (4)
L.W. Rulien (6)
R.D. Asburry (8)
C.T. Keasey (2)
A.F. Parson (2)

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall

Dear Sir:

We have reviewed the project plan title sheets sent with your letter of May 19, 1969.

The projects are all approved as there will be no conflict with wildlife resources. The approved projects are listed below.

1. Fremont Bridge Section
   Stadium Freeway, Multnomah County

2. Nyberg Road Interchange Section
   Pacific Highway, Washington County

3. Fountain Slide Section
   Columbia River Highway, Hood River County

4. Kittridge Avenue (Portland) Channelization Section
   Columbia River Highway, Multnomah County

5. Division Street-Hilda Street (Oregon City) Section
   Cascade Highway, Clackamas County

6. Columbia River Highway-Old Portland Road Section
   FAS 574 (Gable Road), Columbia County

7. Ward Drive-Silverton Road Section
   FAS 741 (Lancaster Drive), Marion County

8. Crater Lake Highway-South Fork Reese Creek Section
   FAS 15-101, Jackson County

9. Powder River (McDougal) Lane Section
FAS 506, Baker County

10. Murder Creek Section
Pacific Highway, Linn County

11. Saddle Mountain Junction-Little North Fork Nehalem River Section Sunset Highway, Clatsop County.

Regarding the final project listed, "Saddle Mountain Junction, Little North Fork Nehalem River Section," passage for fish should be maintained and precautions should be taken against siltation.

Very truly yours,

JOHN W. McKEAN
DIRECTOR

By R. O. Koski

R. O. Koski
Chief of Liberations

ROK:js

cc: Dir. OFC

RECEIVED
MAY 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 27 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

NOTED
H. S. COX

Salem, Oregon
May 5, 1969

To: MEMO TO THE FILES

SUBJECT: Cable Road
Columbia Co. FAS

Judge Norman Barmeier called this date to request the line be shifted 12 feet northerly at Station 12 to better clear an adjacent house. This would facilitate right of way negotiations. Promised to investigate.

Such a shift shouldn't materially change construction quantities and would allow introducing short spirals where we had none before. This proposal shown D. J. Barbee who approved subject to County Courts approving the change. Harold Reynoldson to take the proposal to Barmeier May 6 and follow up.

R. D. Asburry
DIVISION ENGINEER

by G. W. Wimer

G. W. Wimer
ASST. DIVISION ENGINEER

GWWsajh
cc: D. J. Barbee
H. S. Cox
Vern Shull

NOTED
HAROLD
REYNOLDSON

Remarks copy returned to Columbia Co. Court 5-7-69

RECEIVED
MAY 7 - 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
DON HARWELL

F.A.S. 574
Col. Co

NOTED
H. S. COX

April 28, 1969

T. W. Litchfield
Utility Liaison Engineer
Highway Bldg.
Salem, Oregon 97310

Dear Mr. Litchfield:

Columbia County has requested that Portland General Electric Company relocate its poles on Gable Road which is soon to be widened. Our necessary paper work has been completed and we are prepared to begin work.

There are some trees on the Gable Road right-of-way which should be cleared prior to construction. I have discussed this tree clearing problem with Mr. Frank L. Patton, Columbia County Roadmaster, and find it is impractical for Columbia County to clear these trees.

Can the Oregon State Highway Department make whatever arrangements are necessary to have these trees cleared prior to our pole move job.

I understand that some additional land adjacent to the right-of-way on the north side of Gable Road has yet to be obtained.

Portland General Electric Company awaits notification from either Columbia County or the Oregon State Highway Department that we are cleared to proceed with the work.

Yours truly,
Kevin T. Cadigan
Kevin T. Cadigan
Manager St. Helens Division

cc: Robert H. Prange
F. L. Patton

Litch field has notified Don Shelter in Spec. Section DHP

RECEIVED
APR 29 1969
ENGINEER
COUNTY & CITY DIVISION

NOTED
HAROLD REYNOLDSON

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
MAINOR C. HOLMES

NOTED
RICHARD UNREIN

NOTED
DON HARWELL

RECEIVED
APR 1 - 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

7751

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 24, 1969

Spokane, Portland & Seattle Railway Co.
1101 N. W. Hoyt Street
Portland, Oregon 97209

ATTENTION: Mr. H. F. Moy

Re: Preliminary Plans, PUC Maps, & Description of Easements
Columbia River Highway-Old Portland Road Section
FAS 574-Gable Road
Columbia County

Gentlemen:

This is in reply to your letter of March 7, 1969, wherein you request more detail on how your facilities will be affected by the above captioned project. You will find enclosed two prints each of the following:

1) Preliminary Plans dated March 24, 1969
2) PUC Map No. 9B-5-14, Revided March, 1969 showing Gable Road Grade Crossing
3) PUC Map No. 9B-5-18, Revised March, 1969 showing Old Portland Road Grade Crossing
4) Description of Easement for the two crossings for R/W File 43362-F dated March 5, 1969
5) Portions of R/W Map No. 9B-5-16 showing the Two grade crossings

An application is to be made to the Public Utilities Commissioner for alteration of the two grade crossings. Details of the effect this will have on your property are shown on the accompanied plans. At each location we propose there be installed PUC Standard No. 4 Automatic Crossing Gates with Gongs and Flashing Lights. Inasmuch as the existing crossings are unsignalized, a participation from the Railroad in the amount of 10 percent of the actual cost of these signals is required from the Railroad, in accordance with PPM 21-10. The Railroad will be reimbursed for 90 per cent of the actual cost of these signals in accordance with PPM 30-3 and PPM 21-10.

The crossing shown on Drawing No. 9B-5-14 will be widened to provide three travel lanes, two carrying westbound traffic and one carrying eastbound traffic. The two westbound lanes will carry right and left turn movements onto the Columbia River Highway as well as westbound traffic on Gable Road across the Columbia River Highway.

In connection with this improvement it will be necessary for you to renew your tracks, ties and ballast and install inner guard rail throughout the width of the new crossing for a width, when measured along the centerline of track, of 52 feet. It will also be necessary for you to rearrange your signal and communication lines and provide protective personnel while work is on your right of way. You will be reimbursed for the actual cost of this work in accordance with PPM 30-3 and all supplements thereto.

At this intersection, not as a part of this contract, the State will widen and channelize the Columbia River Highway to facilitate left turns onto Gable Road. We will also install a traffic signal which will be interconnected with the crossing gates. All of this work will be performed by State forces. The details of the operation of this signal will be set forth in the PUC application.

At the crossing shown on Drawing 9B-5-16 the existing crossing will be narrowed by realigning Portland Road to intersect Gable Road at right angles. As a result of this realignment it will be necessary to remove approximately 14 feet of the existing crossing surface to reduce the width from 62 feet to 48 feet, when measured along the centerline of track. We do not propose to renew the crossing surface at this location.

This is a Federal-Aid Secondary County project and will be constructed with Federal, State and County Funds. The State will handle the engineering and the construction of the project, and the County will acquire all right of way and maintain the project upon its completion. It will be necessary to prepare a tri-party construction agreement among the Railroad, County and State. The easement should be bi-party between the Railroad and the County. In line with your letter of March 7, I am sending copies of above listed items (4) and (5) to your Mr. Hudson for his use in negotiation with the County.

Bids for this project will be opened on June 26, 1969, and your early attention to this matter will be appreciated.

Very truly yours,

F. D. Morgan
Construction Engineer

By: ORIGINAL SIGNED BY
T W LITCHFIELD
T. W. Litchfield
Utilities Liaison Engineer

Attachments
cc: H. B. Hudson-SP&S Railway Co.
Hon. N. W. Barmeier, County Judge
F. B. Klaboe
H. S. Cox
R. D. Asburry
V. E. Shull
F. W. Sugnet

RECEIVED
MAR 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 1 - 1969
FOR FILING

OREGON STATE HIGHWAY DEPARTMENT

7751

HIGHWAY BUILDING • SALEM, OREGON • 97310 • Phone 364-2171

March 24, 1969

Spokane, Portland & Seattle Railway Company
1101 N. W. Hoyt Street
Portland, Oregon 97209

ATTENTION: Mr. H. E. Hudson

Re: Easements for Grade Crossings
R/W File 43362-F
Columbia River Highway - Old Portland Road Section
FAS 574-Gable Road
Columbia County

Gentlemen:

The construction of the above captioned project requires the acquisition by Columbia County from the Railway of easements for the two grade crossings which are to be altered as a portion of this project. You will find attached two copies of our description of easements for the above captioned file, dated March 5, 1969, and two prints each of portions of our right of way map, No. 9B-5-16, showing the proposed easements across your right of way.

Inasmuch as this project is a Federal-aid Secondary County Project, the responsibility for the acquisition of right of way lies solely with Columbia County. Therefore, all your negotiations for these easements should be carried onwith the County Judge, Hon. N. W. Barmeier, County Court House, St. Helens, Oregon 97051, Telephone 397-0111. If you need any further information we will be glad to supply it to you.

Very truly yours,

F. D. Morgan
Construction Engineer

By: T. W. LITCHFIELD

T. W. Litchfield
Utilities Liaison Engineer

cc: Mr. H. F. Moy - SP&S Railway Co.
Hon. N. W. Barmeier, County Judge w/copy of portions of R/W map No. 9B-5-16)
F. B. Klaboe "
H. S. Cox "
D. H. Moehring "
L. C. Grothaus
R. D. Asburry
V. E. Shull
F. W. Sugnet

RECEIVED
MAR 25 1969
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-20 (12-67)

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
March 10, 1969

H. S. Cox

To: Mr. D. J. Barbee
Design Engineer
B U I L D I N G

Attention: Floyd Scott

SUBJECT: DESCRIPTION
Columbia River Highway - Old Portland Road Section
Gable County Road
Columbia County

fas 574

This is to confirm that on March 7, 1969 we handed you 1 description in quintuplet covering easements to be acquired in connection with Columbia River Highway - Old Portland Road Section of the Gable County Road in Columbia County.

File No.	Name	Area
43362-F	S.P. & S. Railway Co.	0.22 acre P-1 (P. Ease) 0.17 " P-2 (P. Ease)

RECEIVED
MAR 11 1969
ENGINEER
COUNTY & CITY DIVISION

EARL F. SALING,
Right of Way Office Manager

AC:ih

cc: R. D. Asburry, Div. Engr.
H. S. Cox, County - City Engr.
Louis Grothaus, R/W Super. - cc descr.
Carl Smith
Frank Lowe
Title

NOTED
P. B. Arensmeier

NOTED
HAROLD REYNOLDSON

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
DON HARWELL

NOTED
H. S. COX

Salem, Oregon
January 17, 1969

Columbia River Hwy-Old Portland Rd. Sec.
Gable Road
FAS 574
Columbia County

Mr. George Wills
Design Division

B U I L D I N G

Attention Mr. P. L. Carstensen

The survey data for the above project has been found to be consistent with the project as requested by the County and as approved by the Highway Commission.

This project was returned to the field, and railroad crossing at the easterly end of the project was added. Joe Gaither is to prepare PUC maps for each of the two crossings.

NOTED
HAROLD REYNOLDSON

Harold Reynoldsen
Planning Engineer
County and City Division

HR:eb

Att.

NOTED
P. B. Arensmeier

NOTED
R. H. PRANGE

NOTED
RICHARD UNREIN

NOTED
MAINOR C. HOLMES

NOTED
[illegible] HARWELL

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

(CABLE ROAD)
Section LOWER COLUMBIA RIVER HWY - PORTLAND ROAD Highway F.A.S. 574 County COLUMBIA Prefix 505-1496

Res. Engr. V. Shull Approx. Length 0.5± Miles. Sta. _____ to Sta. _____ Date 12-27-68

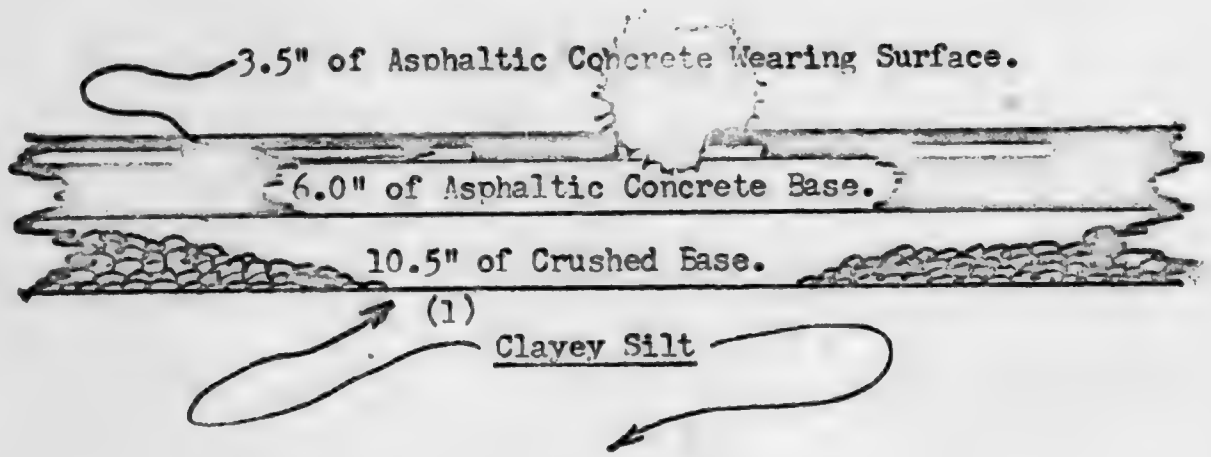
Mean

Truck A.D.T. 210 Traffic Coefficient 8.6 18 kip s.a. per day 120.8.

Annual Precipitation 42"± Frost Penetration - - - - - - -.

NEW WORK

(1)
Typical Soil
30 LL
7 PI
100 %P 10
78 %P200
0 %Gravel
5 %C Sand
17 %F Sand
53 %Silt
25 %Clay
3 "R" Value



AASHO CLASSIFICATION:

A-4 (8)

MATERIAL SOURCES:

To be determined by the Engineer.

See Page 3 for remarks.

CBE Total Req.	Credit	Actual Thick.	
	7.0	3.5	AC (WS
	12.0	6.0	AC (Ba
	10.5	10.5	Cr Bas
29.5	29.5	20.0	

RECEIVED JAN 10 1969
FOR FILING

NOTED
F. B. KLABOE

cc:
B.P.R.
Asst. State Highway Engineer
Construction Engineer
Engineer of Materials
Division Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Division Geologist
County - City (2)

Submitted by E. D. Gray
for Staff Assistant

Recommended by D A White
Engineer of Materials

Recommended by A. T. Walker
Asst Construction Engineer

Approved by P B K
Asst. State Highway Engineer

OREGON STATE HIGHWAY DEPARTMENT
CONSTRUCTION DIVISION
SOILS AND GEOLOGY SECTION
PROJECT BASE DESIGN

(GABLE ROAD)
Section LOWER COLUMBIA RIVER HWY - PORTLAND ROAD Highway F.A.S. 574 County COLUMBIA Prefix 505-1496

Res. Engr. V. Shull Approx. Length 0.5± Miles. Sta. _____ to Sta. _____ Date 12-27-68

Mean

Truck A.D.T. 210 Traffic Coefficient 8.6 18 kip s.a. per day 120.8.

Annual Precipitation 42"± Frost Penetration - - - - - - -.

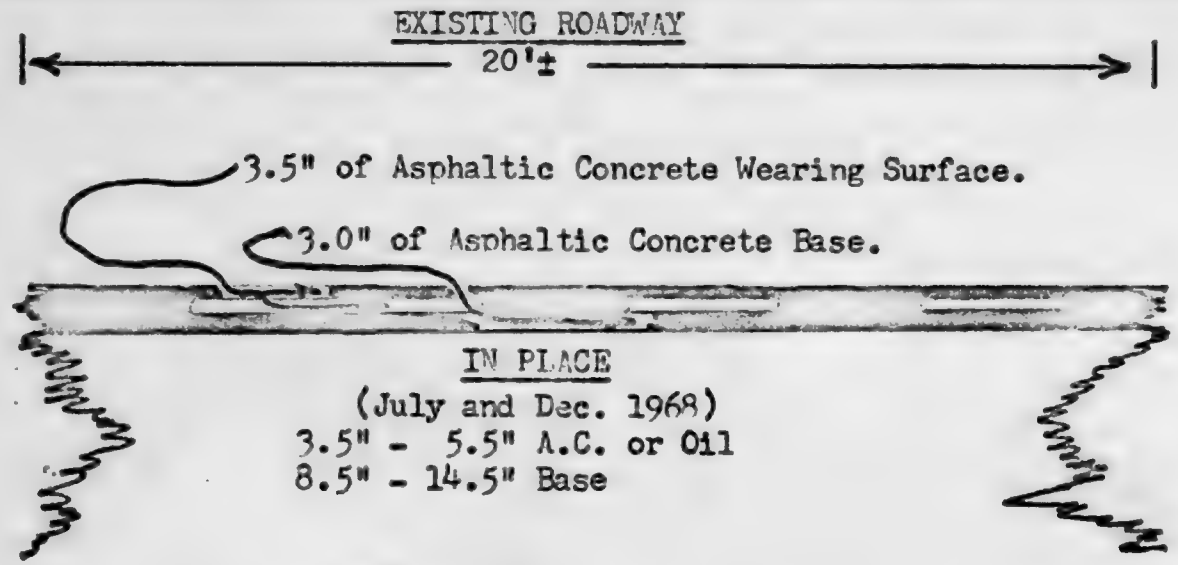
(1) Typical Soil

SAGE	LL
	PI
	%P 10
	%P200
	%Gravel
	%C Sand
	%F Sand
	%Silt
	%Clay
	"R" Value

1

AASHO CLASSIFICATION:
SEE PAGE 1

MATERIAL SOURCES:
SEE PAGE 1



(1) Clayey Silt

See Page 3 for remarks.

	CBE Total Req.	Credit	Actual Thick.	
		7.0	3.5	AC (WS)
		6.0	3.0	AC (Bas
IN PLACE			Average	
		10.0	5.0	AC or Oil
		5.0	10.0	Base
	29.5	28.0	21.5	

SECTION: GABLE ROAD
LOWER COLUMBIA RIVER HWY - PORTLAND ROAD

HIGHWAY: F.A.S. 574

COUNTY: COLUMBIA

"OTHER ROADS"

Traffic Coefficient	A.C. Wearing Surface	A.C. Base	3/4"-0 Level	Crushed Base	S.S. or L.T.S.	"CBE" Total Requirement	Actual Thickness
7.0 - 8.0	3.5"	3.0"	- -	13.0"	- - -	26.0"	19.5"
6.0 - 7.0	3.0"	- -	2.0"	14.5"	- - -	22.5"	19.5"
4.8 - 6.0	2.0"	- -	2.0"	13.0"	- - -	19.0"	17.0"
Cars Only	2.0"	- -	2.0"	8.0"	- - -	14.0"	12.0"

REMARKS:

The "Existing Roadway" at the time of the condition survey in July, and reviewed again in December 1968, appears to be in fair condition. The A.C. wearing surface was alligatored and rutted to 1.0"± in one small area. Rutting from 0.25" to 0.50" was not uncommon throughout the remainder of the project, but no cracking was apparent.

The base material in general would not meet requirements for Stone Subbase due to an excess of material passing the #200 sieve and low sand equivalent tests.

The subgrade soil is a clayey silt with natural moisture content in July ranging from 27±% to 34±%.

To help prevent infiltration of the fine-grained soil subgrade into the base material, recommend the Standard Specifications for Stone Base be modified to include 15% minimum passing the #40 sieve.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphaltic Concrete	=	2.0 " Crushed Base
1.0"	Plant Mix Bituminous Base	=	- - " Crushed Base
1.0"	Cement Treated Base	=	- - " Crushed Base
1.0"	Oil Mat	=	1.1 " Crushed Base
1.0"	Stone Subbase (Per Standard Specifications plus Supplementals)	=	0.8 " Crushed Base
1.0"	Lime Treated Subgrade	=	- - " Crushed Base

"CREDITS FOR EXISTING ROADWAY MATERIALS"

1.0" of Asphaltic Concrete or Oil	=	2.0"	Crushed Base
1.0" of Base Material	=	0.5"	Crushed Base

TRAFFIC ANALYSIS

GABLE ROAD
SECTION: LOWER COLUMBIA RIVER HWY - PORTLAND ROAD
HIGHWAY: F.A.S. 574
COUNTY: COLUMBIA

1900 Present ADT (1968)

8.4 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	52	1.7	88	70	450	31,500
3	27	"	46	37	1000	37,000
4	10	"	17	14	1250	17,500
5	71	"	121	96	3180	305,280
6	0	---	--	--	2570	-----
				210	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 391,280

TWENTY YEAR EWL 7,825,600

TRAFFIC COEFFICIENT 8.6

GABLE ROAD
SECTION: LOWER COLUMBIA RIVER HWY - PORTLAND ROAD

HIGHWAY: F.A.S. 574

COUNTY: COLUMBIA

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair _____ Poor _____
   Remarks: _____
5. Cost Comparisons: See remarks

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil
7. Stage Construction: Not applicable
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: See remarks
10. Stimulation of Competition: See remarks
11. Construction Consideration: See remarks
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers Asphaltic Concrete
13. Traffic Safety: Not a problem
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction

CONCLUSION AND REMARKS:

No cost comparison made as plans are to widen an existing A.C. facility. The present roadway will be utilized and Asphaltic Concrete is more desirable for this type construction.

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SEP 10 1968
FOR FILING

9-5-68

NOTED
R. L. PORTER

Prefix No. 505-1496

7757

LOCATION PROSPECTUS
COLUMBIA RIVER HIGHWAY-OLD PORTLAND ROAD SECTION
FAS 574
COLUMBIA COUNTY

HIGHWAY: Gable Road, Federal-aid Secondary No. 574.

TERMINI: The westerly terminus is at the Columbia River Highway just southerly of the city limits of St. Helens at M.P. 27.69 on the Columbia River Highway. The easterly terminus is at the intersection of Gable Road and Old Portland Road.

LENGTH: 0.5 mile.

PROGRAM: 1968 FAS-C Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and cost estimates for grading, drainage, base and paving the existing facility. Reconnaissance is not necessary as the survey will follow closely to the present alignment. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time.

CHARACTERISTICS: Present ADT 1,850; projected ADT 2,800.

STANDARDS: Class "B". Deviations from State or AASHO standards are not anticipated.

TYPICAL SECTION: Two 12-foot travel lanes with 8-foot shoulders paved full width.

ACCESS: Under County jurisdiction.

MATERIAL: County to furnish.

BASE: Tentative base design for construction is:

New Construction	Over Existing Pavement
3-1/2" A. C.	3" A. C.
6 " P.M.B.B.	6" P.M.B.B.
6 " Crushed Base	9" Total
6 " Lime Treated Subgrade	
21-1/2" Total	

NOTED
FORREST COOPER

STRUCTURES: None.

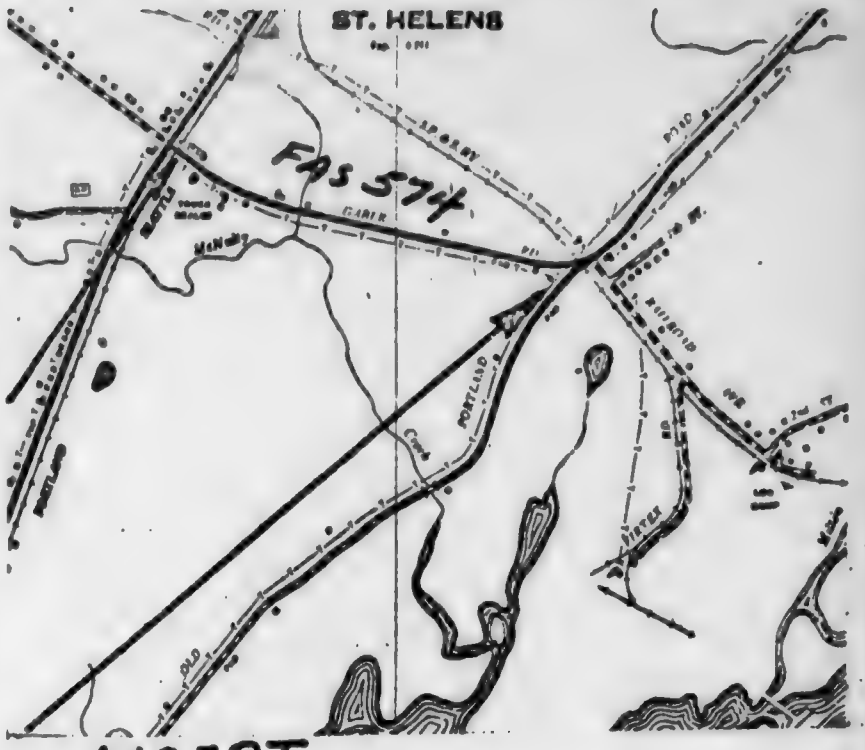
ADDITIONAL FACILITIES: SP&S Railroad will be affected.

AGREEMENTS: Routine FAS-C project. A PUC hearing will be required.

PARKS: None affected.

September 5, 1968
Attachment
cc: R. E. Simpson (3)
Forrest Cooper
F. B. Klaboe
Victor D. Wolfe
Tom Edwards
F. D. Morgan
R. D. Asburry (4)
Mark Astrup
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
F. B. Crandall
W. N. Hackleman
Frank Hall
E. S. Hunter
Val Johnson
Ivan Merchant (4)
D. H. Moehring (3)
A. D. Olson
James Owens
Jack Rowland
Robert Royer
W. H. Tebeau
O. C. Turner
F. W. Yarbrough (2)
L. H. Young

RECEIVED
SEP 6 1968
OFFICE OF
STATE HIGHWAY ENGINEER



INSERT

PROPOSED PROJECT
FAS 574

COLUMBIA COUNTY

Form E-39—3M—3-55

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

Section Columbia River Highway- Old Portland Road

Date July 31, 1968

Highway FAS 574 (Gable Road)

Authorization No. 1

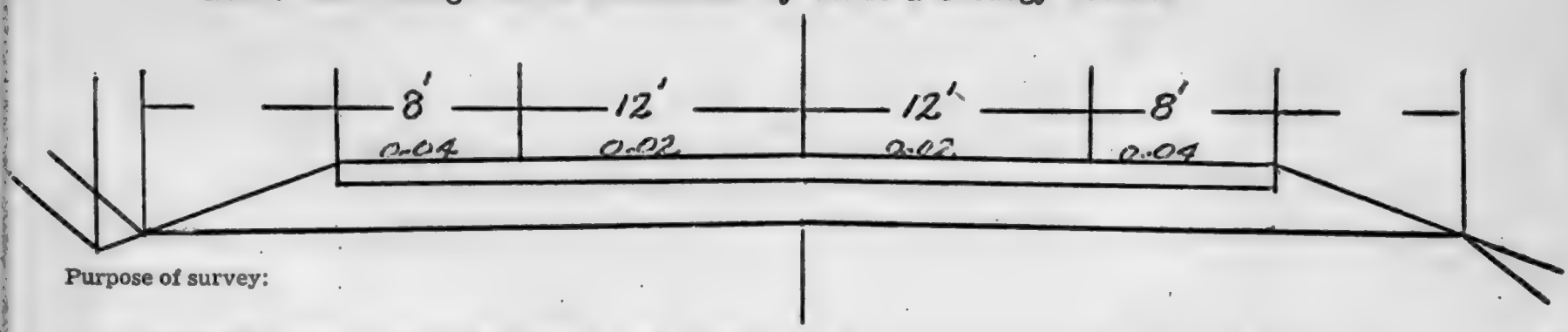
County Columbia Div. 2

Survey Prefix 505-1496 (Assigned by Salem office)

Description of termini, route, length, etc.:

The Westerly terminus is at the Columbia River Highway just Southerly of the City Limits of St. Helens. The route follows the existing Gable Road in general, in a southeasterly direction to a grade connection with the Old Portland Road, a distance of 0.5 mile.

Note: Base design to be determined by Soils & Geology Section



Purpose of survey:

Prepare plans, specifications and estimates for re-constructing to an improved roadway of 40 foot in width, consisting of 2 - 12 foot travel lanes and 8 foot paved shoulders.

Estimate of cost:

Field	-	(901)	- [redacted]	4,700
Plans	-	(905)		500
Urban	-	(907)		200
ROW	-	(909)		500
Soils	-	(910)		500
Liason	-	(913)		500
Utility	-	(914)		300

RECEIVED SEP 5 - 1968 ENGINEER COUNTY & CITY DIVISION

INSTRUCTIONS

Sumbit three copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 7,200.00

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Request made by:

Vernon E. Shull
Field Engineer

Recommended for Approval:

D. J. Baker Ass't
NOTED HAROLD
Construction Engineer

Recommended for Approval:

Division Engineer

Approved:

Ass't State Highway Engineer

NOTED R. H. FRANGE State Engineer

NOTED MAINUR C. HOLMES

NOTED RICHARD UNREIN

NOTED P. B. Arneson

NOTED DON HARWELL

PRELIMINARY ROAD PLAN

Columbia County, Oregon

The preparation of this report was financially aided through a federal grant from the Department of Housing and Urban Development, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended. Oregon Project No. P-43.

Prepared for the
COLUMBIA COUNTY PLANNING COMMISSION
by the
BUREAU OF MUNICIPAL RESEARCH AND SERVICE
University of Oregon

March, 1967

RECEIVED
SEP - 7 1967
ENGINEER
COUNTY & CITY DIVISION

III A PRELIMINARY ROAD PLAN FOR THE ST. HELENS-SCAPPOOSE AREA

ASSUMPTIONS

The plan which is illustrated on plate III, is based upon the following assumptions:

1. That it will be feasible for the cities and the county working together and with the assistance of the state highway department to bring about a system of roads adequate for all traffic movements within this area of the county as it builds toward complete development.

2. That the area served by the road system as far west as the timbered hills will ultimately be built up at urban and suburban densities, and that this will involve a complete range of appropriate land uses and associated traffic movements.

3. That the major employment and commercial traffic generators will remain substantially where they now are and as indicated in the Land Use Plan.[2]

4. That the Columbia River highway, U.S. 30 will be improved to a four lane facility by widening the existing right of way and that it will involve partial control of access.

FEATURES OF THE PLAN

The road plan has a number of important characteristics and features, as follows:

1. The roads of the area have been classified into four distinct types or levels of streets and highways based upon their importance and the kind of traffic they should be designed to carry. First, the REGIONAL highway U.S. 30 serving primarily traffic having origins or destinations outside the area; secondly, major ARTERIALS which include the federal aid secondary routes; thirdly, COLLECTOR routes to carry traffic between adjacent neighborhoods or from local residential streets onto the arterials; and lastly, residential ACCESS streets serving the property abutting the street. (see appendix for further details on the classification system).

2. A basic grid of ARTERIALS three-quarters to one mile apart has been established. This grid follows existing roads wherever practicable

---

2. Preliminary Land Use Plan, St. Helens-Scappoose Area, June, 1963, Bureau of Municipal Research, University of Oregon

and provides for extensions and connections between them to facilitate movement in any desired direction. The grid also reduces the tendency to use U.S. 30 for north-south trips between points west of the highway and east of the highway.

The major interchanges with U.S. 30 would be at the approximately one mile intervals where the arterial system intersects with it. Maximum safety and convenience for both through traffic on U.S. 30 and for local traffic moving on and off the highway will be assured if other connections with U.S. 30 can be kept to a minimum. The railroad which lies along the east side of much of this highway will reduce the necessity for cross traffic.

As the arterial system is upgraded to handle increased traffic loads it will also reduce the tendency to use residential access and collector streets for through trips. This is vital to preserve the quiet and safety of residential neighborhoods.

3. Five north-south arterial routes would be provided in the plan: First, U.S. 30; second, Old Portland road, five miles long between Slaven road and 1st street in St. Helens. Third, the Scappoose east side peripheral route, 3½ miles long from U.S. 30 south of town to the West road intersection with U.S. 30 north of town. Fourth, the Ross road arterial, 4½ miles long from Slaven road north to Hanky road. Fifth, along the westerly edge of the Scappoose-St. Helens planning area a new arterial which extends ten miles from Dutch Canyon road on the south to the Vernonia-St. Helens road on the north, utilizing portions of L.M. Watts road, Scappoose-Vernonia highway, Fullerton road, Hazen road, Bachelor Flat road and Saulser road.

4. East-west arterial routes incorporated into the basic road grid are: Dutch Canyon road, J.P. West road, Scappoose-Vernonia highway, West road, Fullerton road, Slaven road, Church road, Bennett-Achilles road, Bachelor Flat-Gable road, Sykes road and Pittsburg-St. Helens road. The average distance between these is a little less than a mile.

5. The proposed right of way width of arterial roads is indicated on the plan. Many of these have been shown as 80 feet in width. The reasons for this are as follows:

   A. 80 feet is the minimum required for a four lane facility. State highway standards allow for the construction of four lanes for traffic volumes above 5000 vehicles per day. Future traffic projections are not available for the study area and so it is not possible to predict which arterial routes will ultimately require 4 lanes. Nevertheless, sufficient right of way should be available for this eventuality.

B. As traffic volumes increase additional lanes will be required at intersections to increase their capacity by providing special lanes for right and left turns as well as through movement.

C. The heavy and continuous use of major arterials for passenger cars and trucks makes it desirable that residences along the road be set farther back so that there is additional space for the dissipation of noise and exhaust fumes.

D. Major arterials are the usual location of activities or facilities which generate large traffic volumes, such as county fair grounds, athletic fields, and shopping centers. Additional lanes and road width are often necessary to handle special traffic loads such as those which occur at the end of an event attended by a large crowd.

E. An 80 foot right of way will permit underground utilities to be installed along the edge of the street with less disruption of existing paving and traffic movement.

F. Arterial streets tend to attract pedestrian traffic and yet they are more hazardous for persons on foot. Sufficient space should, therefore, be available for sidewalks and for a space between the sidewalk and street or curb within which grass and street trees may be planted. Besides enhancing the appearance of the community's important streets, this planting will help to muffle noise and absorb carbon monoxide.

G. Arterial streets must have higher standards for grades, curves and alignment. These necessitate greater cuts and fills, flatter embankments and higher standards for ditches along the route, requiring greater width in these areas.

H. The county Subdivision Regulations have a requirement that arterial streets as well as commercial and industrial streets shall have an 80 foot right of way.

I. Streets in Columbia City are 70 and 80 feet in width and most of the streets in the original portion of St. Helens have an 80 foot right of way. Although these widths are generally not necessary in purely residential areas, it has permitted some streets to be constructed in steep rocky terrain which would not otherwise have been possible. In other instances it has permitted traffic to move much more freely through commercial areas.

Plate V is taken from a 1960 planning report for the City of St. Helens and illustrates some of the ways of handling 50 to 80 foot rights of way for local access, collector and arterial traffic use.

Not all arterials in this plan are designated to have an 80 foot right of way. Some which are less than a mile or two in length with little possibility of extension or having to serve a major traffic generator have been shown as 60 feet in width.

6. COLLECTOR roads have been shown where existing roads, such as Bennett road and Morse road, logically perform this function or where growth in an undeveloped area will necessitate establishment of a collector route such as south west of Fullerton road. Roads which have been designated as collector streets by the city of Scappoose have been included.

   It is not intended that any of the collector routes should be extended so as to provide a continuous route connecting more than three arterials. To do so would encourage its use by traffic which should utilize the arterial system itself.

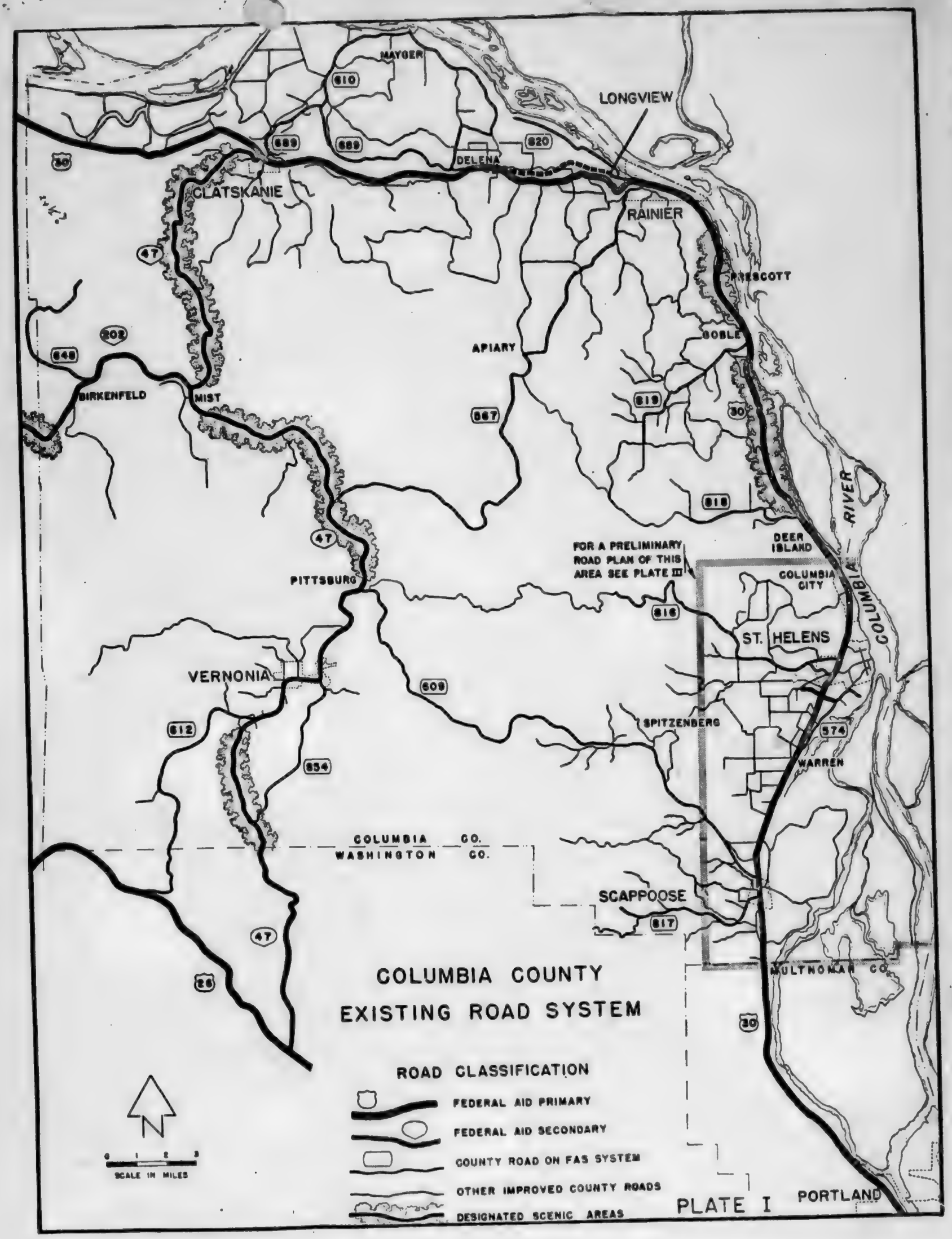
   All collectors should have 60 foot rights of way. All other local access streets should be 60 feet in width except in situations where topography prevents or a short dead end street will serve only a few homes. In these cases, 50 foot streets might be acceptable.

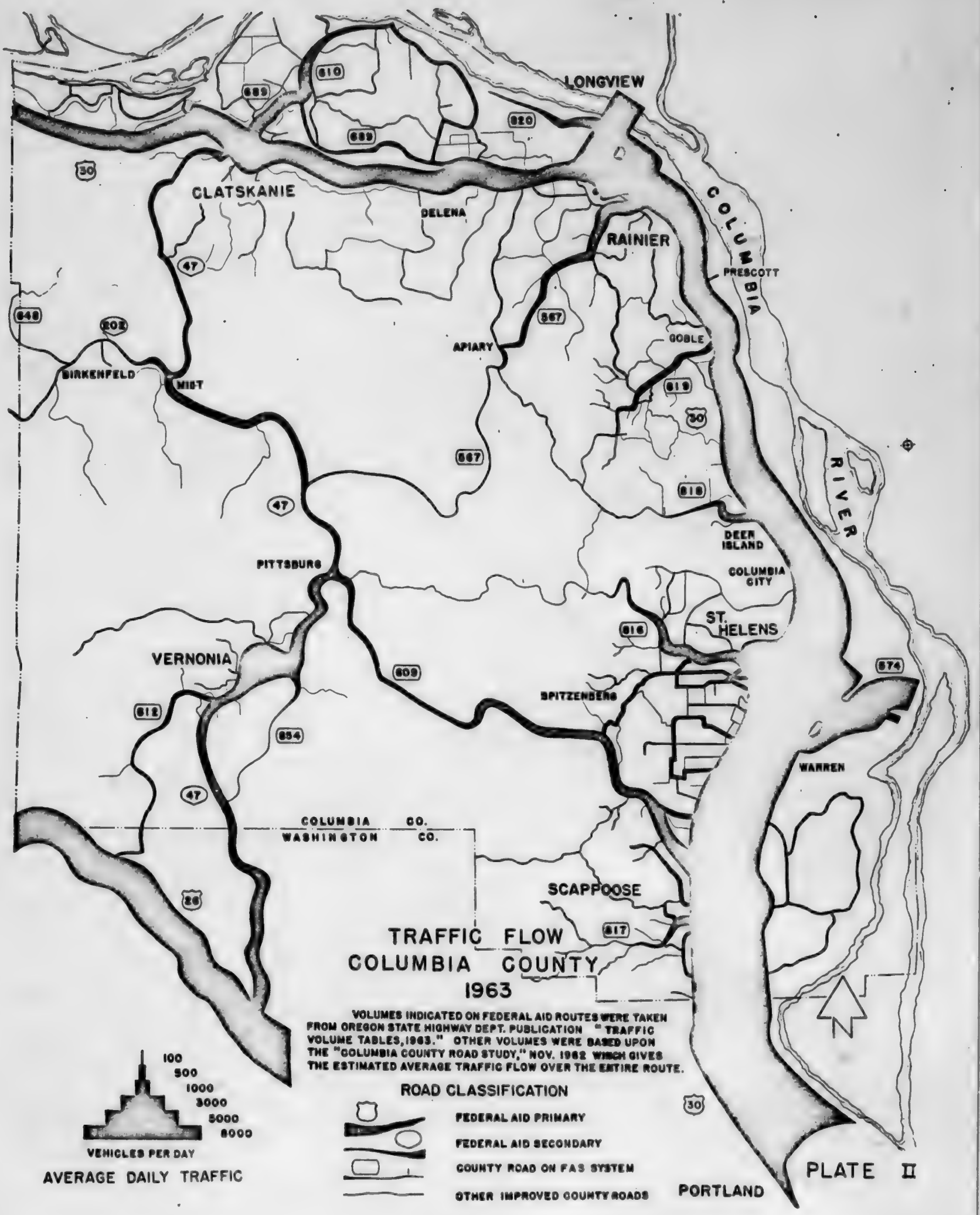
7. Provision has been made for improving circulation to major industrial areas and employment centers. These are primarily situated along Scappoose Bay and are served by old Portland road. Major connections between this and U.S. 30 have been provided at Slaven, Church, Achilles and Gable roads.

8. The roads in the Scappoose area are based upon planning studies previously adopted by the city. The roads in the St. Helens area do not agree entirely with preliminary road plans prepared for the city in 1959. This proposed preliminary road plan should provide the opportunity for a review of road planning with the city of St. Helens and for appropriate modifications.

9. To achieve maximum control of access to U.S. 30, local access or collector streets should be constructed parallel with the highway wherever possible so that properties adjacent with this through route can be reached from a minor street rather than from the highway itself. The quiet character of residential areas will be easier to maintain with reverse frontage lots in which the back yard rather than the front yard faces the highway.

   In some cases the construction of marginal access roads will reduce the hazards of access onto the highway. These have not been shown on the plan and will need to be worked out as situations arise which require this special treatment.

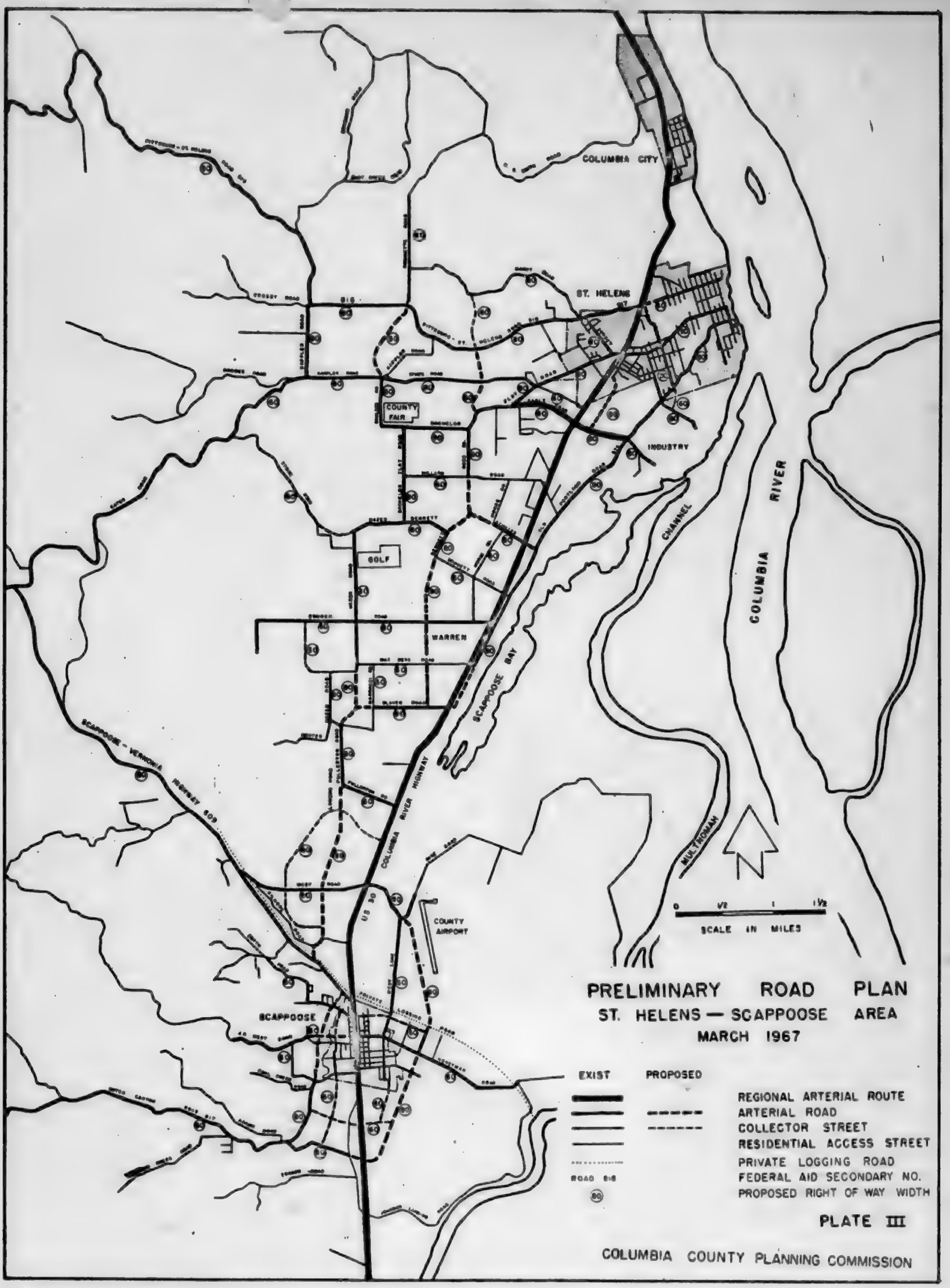

MAYGER
610
LONGVIEW
689
689
820
DELENA
30
CLATSKANIE
RAINIER
47
PRESCOTT
202
848
APIARY
BOBLE
BIRKENFELD
MIST
867
819
30
818
47
DEER ISLAND
FOR A PRELIMINARY ROAD PLAN OF THIS AREA SEE PLATE III
COLUMBIA CITY
PITTSBURG
816
ST. HELENS
COLUMBIA RIVER
VERNONIA
509
SPITZENBERG
574
612
WARREN
854
COLUMBIA CO.
WASHINGTON CO.
SCAPPOOSE
817
47
MULTNOMAH CO.
26
30
COLUMBIA COUNTY
EXISTING ROAD SYSTEM
ROAD CLASSIFICATION
FEDERAL AID PRIMARY
FEDERAL AID SECONDARY
COUNTY ROAD ON FAS SYSTEM
OTHER IMPROVED COUNTY ROADS
DESIGNATED SCENIC AREAS
N
0 1 2 3
SCALE IN MILES
PLATE I
PORTLAND



TRAFFIC FLOW
COLUMBIA COUNTY
1963

VOLUMES INDICATED ON FEDERAL AID ROUTES WERE TAKEN FROM OREGON STATE HIGHWAY DEPT. PUBLICATION "TRAFFIC VOLUME TABLES, 1963." OTHER VOLUMES WERE BASED UPON THE "COLUMBIA COUNTY ROAD STUDY," NOV. 1962 WHICH GIVES THE ESTIMATED AVERAGE TRAFFIC FLOW OVER THE ENTIRE ROUTE.

PLATE II



PRELIMINARY ROAD PLAN

ST. HELENS — SCAPPOOSE AREA

MARCH 1967

PLATE III

COLUMBIA COUNTY PLANNING COMMISSION

7752 Nehalem River (Clear Creek) Br. 1972
Sec., of FAS 612, SW of Vernonia
(Grad., pav., struct.)

CKA 4474 - 5-4-72

OREGON STATE HIGHWAY DIVISION

ITEMIZED STATEMENT OF FINAL COSTS **DATE:** May 21, 1976

County Columbia **Contract No.** 7752 **Date Completed** May 3, 1971

FAS 612 **Section** Nehalem River (Clear Creek) Bridge

PAYMENTS TO CONTRACTOR

ITEM		TOTAL COST
Payment to Contractor	(Fed. Part.)	$180,991.25
Engineering		18,037.09
	TOTAL Fed. Part.	$199,028.34
Engineering	(Non Part.)	$397.21
Interest to Contractor		7.85
Striping		75.36
		$480.42

Total cost of Project $199,508.76
Federal funds collected 126,701.44

County's share of construction costs per agreement dated May 4, 1971
½ ($199,028.34 - $126,701.44 + $397.21) + $83.21 = $36,445.27

County's share of construction costs in the amount of $36,445.27 are to be transferred from County Federal FAS-C funds to State Highway funds.

Reference: Billing Form cc 1568

#7752

STATE COPY

B

CC: OSHD (H S Coulter)
Wash DC (HHO-32)
G K Hossner

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

8-6-75

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
FHS-S-279(4)	Columbia	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

This contract provided for construction of a bridge 32 feet wide and approximately 180 feet long. The project involved relocation of approximately 1,200 feet of roadway with 12-foot travel lanes, 4-foot paved shoulders and guardrail at the approaches. This work was done on Nehalem Market Road (FAS 612) six miles southwest of Vernonia.

COPY SENT
AUG 06 1975
Washington

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Columbia West Materials & Constructors Inc.	$ 174,582.50

7. *CERTIFICATION: I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* A Reasey

TITLE Constr. Engr.

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

RECEIVED
AUG 7 1975
Office of
Assistant State Highway Engineer

NOTED
H.S.COULTER
8-7-75
by Cont.

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 32 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6105	0.231	32	X081	0.034

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
W. N. Bryant, Area Engineer	June 6, 1974

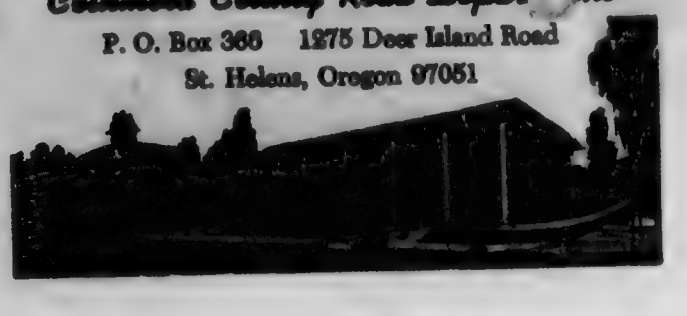
12. IN COMPANY WITH
Don Adams, Reg. Construction Engineer, OSHD

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE W. N. Bryant Area Engineer W. N. Bryant	15. DATE 8-4-75	16. SIGNATURE G. K. Hossner	18. DATE 8-6-75
14. TITLE Area Engineer		17. TITLE District Engineer	

FORM PR-33C
(Rev. 7-72) Previous editions of this form are obsolete

Fas. 612
Col. Co

Columbia County Road Department
P. O. Box 366 1275 Deer Island Road
St. Helens, Oregon 97051



Phone 503 397-[illegible] 5090

Ser. No.:

Date: June 10, 1975

Oregon State Highway Division
Mr. Robert H. Prange, Rural Eng.
Highway Building
Salem, Oregon 97310

Re: Nehalem River (Clear Creek) Br.
FAS 612
Columbia County

Dear Sir:

The old bridge at the above mentioned location was removed in November, 1974.

Very truly yours,

Sam Hollinger Jr.

Sam Hollinger, Roadmaster
COLUMBIA COUNTY ROAD DEPT.

SH/jk

RECEIVED
COUNTY & CITY SECTION
JUN [illegible] 1975
☑ ENGR. ☐ COOR. ☐ [illegible] ☐ AE ☐ UE
☐ UPE ☐ CP ☒ RE ☒ RPE ☐

7752

August 27, 1973

St. Paul Fire & Marine Insurance Co.
Portland Office
700 N. E. Multnomah
Portland, Oregon 97232

Gentlemen:

On August 24, 1973, we wrote to you concerning release of final payment on Contract No. 7752 awarded to Columbia West Materials & Constructors, Inc. for work on the Nehalem River (Clear Creek Bridge) Section of FAS 612 in Columbia County.

Final payment on this contract is $11,778.43 and the total contract amount is $180,991.25 including $6,222.70 for work performed under force account.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

bl
cc Columbia West Materials & Constructors, Inc.
P. O. Box 350
Rainier, Oregon 97048
bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
R. W. Eulien

7752

5

August 22, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7752, Work Completed May 3, 1973

Project Nehalem River (Clear Cr.) Bridge

Highway FAS 612, County Columbia

Type of Work Grading, Paving and Structure

Contractor Columbia West Materials and Constructors Inc.

Recommended Acceptance Date August 21, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1973 for your formal concurrence.

VG:pr

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7752

Salem, Oregon

August 16, 1973

H. S. Cox, County-City Engineer

L. H. Young, Office Engineer

Contract 7752, Nehalem River (Clear Creek) Bridge

Attention: Harold Reynoldson

Under the County-State agreement dated April 19, 1972, the County is responsible for removal of the existing bridge.

This contract has been completed and acceptance by the Department of Transportation recommended as of July 26, 1973.

It has been estimated the bridge removal will be completed in March of 1974.

Please notify this office of the bridge removal completion date that acceptance of the project by the Federal Highway Administration may be requested.

VGred

7752

July 18, 1973

Columbia West Materials and
Constructors, Inc.
P. O. Box 350
Rainier, OR 97048

Gentlemen:

We have considered your request for an extension of the contract time on Contract No. 7752 for work on the Nehalem River (Clear Creek) Bridge Section of FAS612 in Columbia County.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract a 32-day extension is granted which will delete all time liquidated damages on the project.

Very truly yours,

F. B. Klaboe
Administrator and
State Highway Engineer

cc: C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
L. W. Rulien
Howard Harris
V. L. Gallagher

FW dpy

7752

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 18, 1973

TO Oregon ~~State Highway~~ Transportation Commission

FROM F. B. Klaboe
State Highway Engineer

#7752

SUBJECT **Request for Time Extension**
Nehalem River (Clear Creek) Bridge

Columbia West Materials and Constructors, Inc., contractor on this project, has requested a 35-day extension of the contract time citing a delay to the project due to performing an extra work item of slide correction during adverse weather conditions. Bids were opened on this project May 25, 1972. The project was completed May 3, 1973, with 32 days liquidated damages accrued at $100 per day for a total of $3,200. This project was for replacement of a bridge and approaches on a county road.

There was a nine-day delay in award of the contract awaiting right-of-way clearance from Columbia County. This delayed the work further into winter weather and justifies extension of the time. Extra Work Order No. 3 was for slide correction work added late at a cost of $5,656. It was done after the time allowed had expired and also justifies extension.

I have granted a 32-day extension of time which will delete all time liquidated damages. This was a Federal-aid Secondary project and does not require concurrence by the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the August 14 meeting.

bc: Cecil Head
George Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
L. W. Rulien
V. L. Gallagher
Gary Sund
Bob Whipps

JAB:fw srb

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7752 Contractor Columbia West Materials & Constructors, Inc.

Highway FAS 612

Section Nehalem River (Clear Creek) Bridge

Kind of Work Grading, Paving and Structure

It is recommended that the request for increase in the number of workdays within which to complete said contract be **DENIED** or **GRANTED**. The reasons for such recommendation are as follows:

Recommend 32 days extension for delay in submitting contract and for added slide correction work on Extra Work Order No. 3.

Recommended for Approval:

Division Engineer

Construction Engineer or Bridge Engineer

State Highway Engineer

State Printing 37989

Contract No.	7752
Project designation	Federal (State-Federal)
Date awarded	June 23, 1972
Work started	July 10, 1972
Per cent completed	100
No. of Workdays (Calendar Days) Allowed	165
No. of Workdays (Calendar Days) Used	197
No. of Added Workdays Requested	35

E—330 (Rev.)—5M—5-60

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon

Date April 3, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 165 days to 200 days, within which to complete our Contract No. 7752, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Due to the wet weather conditions and the saturated slopes, we are not yet able to begin work on Contract Change Order No. 3 (Removing slide material and replacing with quarry rock blanket). It is anticipated that with good weather we can begin work on this change order in the next week; however, with the contract time being used up, a time extension will be needed to complete this work.

COLUMBIA EQUIPMENT & CONSTRUCTION, INC.

Respectfully submitted,

V. A. [illegible] - VICE PRESIDENT OPERATIONS

Contractor

By .....

CONSENT OF SURETY

Date April 3, 1973

We, St. Paul Fire and Marine Insurance Company, as surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
Attorney-in-fact James F. Darby

(SEAL)

Corroon & Black-Foregren
Resident Agent

NOTED
H. S. COULTER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
July 10, 1973

SUBJECT: Time Extension Request
Nehalem River (Clear Creek) Bridge
Contract No. 7752
FAP EHS-S-279(4)

To: H. S. Coulter
Assistant State Highway Engineer

FROM: John A. Bond
Construction Administration Engineer

Columbia West Materials and Constructors, Inc., contractor for the subject project in Columbia County, has requested additional time to complete the contract work without assessment of liquidated damages. The contractor cites a delay to the project due to performing an extra work item during adverse weather conditions. Some pertinent dates are:

Date Bids opened	May 25, 1972)	29 days
Contract sent	June 23, 1972)	
Time count started	July 6, 1972	
Work started	July 10, 1972	
Stop work order	December 10, 1972 to March 26, 1973	
165 days elapsed	April 1, 1973	
Project completed	May 3, 1973	

32 days liquidated damages at $100 per day = $3,200.

The contract was not awarded until 29 days after the May 25, 1972 bid opening and according to Subsection 103.08 of the Standard Specifications, any delay in work completion occasioned by the elapse of more than 20 days in awarding the contract will be considered in a request for additional time. The delay here was due to right of way clearance from Columbia County. As the job was actually performed, it appears this delay may have been significant.

Due to inclement weather and the performance of extra work, the contractor was able to perform substantial work on contract items on only 13 of the days between March 26, 1973, when he was ordered to resume work, and May 3, 1973, when the project was completed. On two of these days he also performed added slide removal work on EWO No. 3. It could be assumed that the contractor had only 11 days of work remaining when weather halted the project on December 5, 1972. On that date, the contractor had 12 calendar days time remaining. Exactly what

RECEIVED
JUL 11 1973
Office of
Assistant State Highway Engineer

effect, if any, the delay in awarding the contract had on the completion of the project is unknown. We did, however, trade summer days for late season and early spring days. The late added EWO No. 3 slide correction work cost $5,656 and is a good reason for some extension. Traffic had use of the new facility on base lift of AC on March 31 (the day before the contract time expired).

We therefore recommend a 32-day extension which waives all liquidated damages. This is a secondary project and does not require the concurrence of FHWA. Rough draft letters to the Transportation Commission and the contractor are attached.

JAB:fw
Enc.
cc V. L. Gallagher

7752

FORM E-1 (REV 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: NEHALEM RIVER (CLEAR CREEK) BRIDGE		WEEK ENDING: June 30, 1973
		SECTION PREFIX: 505-1063
HIGHWAY: FAS 612		COUNTY: COLUMBIA
NAME OF JOB: NEHALEM RIVER (CLEAR CREEK) BRIDGE	KIND OF WORK: GRADING, PAVING AND STRUCTURE	
CONTRACTOR: COLUMBIA WEST MATERIALS AND CONSTRUCTORS, INC.	CONTRACT NUMBER: 7752	FEDERAL AID PROJECT NUMBER: EHS-S-279(4)
DATE OF CONTRACT: JUNE 23, 1972	DATE WORK STARTED: JULY 10, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK MEN: 0 SUPERVISION: 0		
	SPECIFIED CALENDAR DAYS: 165	CALENDAR DAYS USED: 197
PROJECT AUTHORIZATION: $200,012.54		PERCENT OF TIME ELAPSED: 119
EXCLUSIVE OF ENGINEERING: $184,152.51	ENGINEERING AUTHORIZATION: $15,860.03	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $177,095.47	ENGINEERING COST TO DATE: $17,035.03	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT ~~OVERRUN~~ UNDERRUN: 3.8%	PERCENT OF AUTHORIZATION: 107 %	DATE PROJECT WAS COMPLETED: May 3, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE	MAT'L PROD	GUARD RAIL	RIP RAP
100	100	100	100	100	Base Rock	100	100

	GRADING	LIME TREATED SUBGRADE	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.32	0.32	0.32		0.32
MILES PARTIALLY COMPLETED					
MILES COMPLETED	0.32	0.32	0.32		0.32
TOTAL ESTIMATED QUANTITIES (CONTRACT)	16,000	5,700	~~2,105~~ 360		1,000
TOTAL QUANTITIES CORRECTED TO DATE	11,683	0	2,105		1,448
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	11,683	0	2,105		1,448
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY	0	0	0		0
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	1370A							
PERCENT	100							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Rain Showers	0		
MONDAY 25	Rain Showers	0		
TUESDAY 26	Partly Cloudy	0		
WEDNESDAY 27	Clear	0		
THURSDAY 28	Clear	0		
FRIDAY 29	Clear	0		
SATURDAY 30		0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 24	NO ACTIVITY ALL WEEK
MONDAY 25	
TUESDAY 26	
WEDNESDAY 27	
THURSDAY 28	
FRIDAY 29	
SATURDAY 30	

REMARKS

STATUS: Project Complete

NEXT WEEK: Submit Semi-Final Estimate. This is definetly the FINAL REPORT.

cc: Construction 3
~~Bridge~~ [redacted]
Region
J. Cochell
file

SIGNED Howard R. Harris LOCATION ~~Portland~~ Tigard
Howard R. Harris
By J. H. Richardson

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

7752

May 10, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM L. H. Young, Office Engineer

Federal-aid Project
No. FHS-S-279(4)

SUBJECT Notification Contract Work Completed

Contract 7752, Work Completed May 3, 1973

Project Nehalem River (Clear Creek) Bridge

Highway FAS 612

County Columbia

VG:bb

cc: V. Gallagher

TRANSACTION NUMBER 7-6

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 7-5-72

BY (Signature): MR. YOUNG'S JUNE 15, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS RURAL SECONDARY

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 7 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
7	EHS-RS-264(6)	0.13	175,000	111,200	CLEAR CREEK BRIDGE SECTION CLACKAMAS COUNTY	GRADE, DRAIN, HIGH TYPE PAVEMENT AND WIDEN ONE STRUCTURE.

7-11-72 Young

RECEIVED JUL 11 1972

FOR FILING 7752

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		7-5-72	G.L. GREEN, ACTING DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

773 STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
7-1	**FEDERAL-AID PROJECT AGREEMENT** *(PPM 21-7)* 7-3-72	COUNTY Columbia
PROJECT REPORT NO. 3		PROJECT NO. EHS-S-279(4)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

Co. Rd. approx. 4.1 mi. and 6.0 mi. S. W. of Vernonia

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	4-26-72	0.265
OTHER *(Specify)*		

FUNDS Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 199,399	$ 126,737

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Hurley

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
Acting (Division Engineer)

G. L. Green

Date executed by Division Engineer JUL 3 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

NONDISCRIMINATION PROVISION (Continued)

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

As the State Highway Division is without legal authority to regulate the use of the right-of-way of this project by utilities or private lines it will by formal agreement with appropriate local government officials regulate or cause to be regulated such use on a continuing basis in accordance with a satisfactory utility accommodation policy meeting the requirements of PPM 30-4.1.

GPO 906-714

Oregon State Highway Division

Federal-Aid
Project No. EHS-S-279(4)

NEHALEM RIVER (CLEAR CREEK) BRIDGE SECTION

ON COUNTY FAS ROUTE 612 IN COLUMBIA COUNTY

Salem, Oregon, June 27, 1972

Project Agreement Estimate.

Type Code 6105
Roadway (Sta. 6+00 to Sta. 21+00) (Sta. 8+50 to Sta. 12+60)

Temporary Protection and Direction of Traffic	All Required		$ 4,000.00
Clearing and Grubbing	All Required		15,000.00
Removal of Structures and Obstructions	All Required		500.00
General Excavation	16,000 cu.yd.	0.95	15,200.00
Trench Excavation	50 cu.yd.	8.00	400.00
Finishing Roadbed and Slopes	All Required		1,500.00
Obliteration of Roadway	All Required		750.00
Watering	160 M-gal.	6.00	960.00
3/4"-0 Aggregate Base	360 cu.yd.	9.00	3,240.00
Lime Treated Subgrade	5,700 sq.yd.	1.20	6,840.00
Lime for Treated Subgrade	130 ton	40.00	5,200.00
Class "B" Asphalt Concrete Mixture	1,000 ton	11.25	11,250.00
Asphalt Cement in Mixture	60 ton	30.00	1,800.00
18-inch Culvert Pipe	160 lin.ft.	8.50	1,360.00
Guard Rail, Type 2A	950 lin.ft.	5.95	5,652.50
Extra for Guard Rail Bridge Connection	8 only	175.00	1,400.00
Loose Riprap, Class 700	230 cu.yd.	16.00	3,680.00
Roadside Seeding and Mulching	2 acre	750.00	1,500.00
			$ 80,232.50
Flagging (60% of Contractor's Cost)	All Required		$ 250.00
Permanent Signing	All Required		300.00
Permanent Paving Striping	All Required		50.00
Temporary Erosion Control	All Required		500.00
			$ 1,100.00
	Subtotal		$ 81,332.50
	Engr. & Cont.		10,979.50
	Total		$ 92,312.00

Type Code X081
Nehalem River (Clear Cr.) Bridge (Str. No. 1370A)(Sta. 12+30 to Sta. 14+10)

Shoring, Cribbing, Etc.	All Required		$ 1,000.00
Structure Excavation	440 cu.yd.	7.25	3,190.00
Structure Excavation, Below Elevation Shown	40 cu.yd.	7.25	290.00
Furnish HP 10x42 Steel Piling	250 lin.ft.	4.30	1,075.00
Drive Steel Piles	10 only	220.00	2,200.00
Splice Steel Piles	2 only	40.00	80.00
Class "A" Concrete (317 c.y.)	All Required		41,000.00
40'/45' Type IV Prestressed Beams	8 only	1,225.00	9,800.00
95'/100' Type IV Prestressed Beams	5 only	3,000.00	15,000.00
Reinforcement (72,400 lb.)	All Required		12,000.00
Three Tybe Metal Railing	385 lin.ft.	19.00	7,315.00
Deck Seal	700 sq.yd.	2.00	1,400.00
	Subtotal		$ 94,350.00
	Engr. & Cont.		12,737.00
	Total		$107,087.00

Length of Roadway - - - - - - - - - -	0.231 mile
Length of Structure - - - - - - - - -	0.034 mile
Total - - - - - - - - -	0.265 mile
Cost of Roadway Per Mile - - - - - - -	$399,619.04

Summary of Funds

Description	Total Cost	Federal Funds	State Funds	County Funds
Roadway	$ 92,312.00	$ 58,673.00	$16,819.50	$16,819.50
Structure	107,087.00	68,064.00	19,511.50	19,511.50
Total	$199,399.00	$126,737.00	$36,331.00	$36,331.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 505-1063
Contract No. 7752
Group 1 - 100%

RECEIVED
JUN 26 1972
FOR FILING

7752

bc C. Keasey
Wa Hart
L. H. Young
Attn Vince Gallagher
L. W. Rulien
Enrique Rodriquez
William Geibel (SAIF)

June 23, 1972

Columbia West Materials & Const., Inc.
P. O. Box 350
Rainier, Oregon 97048

Gentlemen:

The State Highway Commission on May 31, 1972, accepted your proposal for work on the Nehalem River (Clear Creek) Bridge Section of FAS 612 in Columbia County and referred it to the Administrator of Highways with authority to award the contract as soon as Columbia County approves the project and furnishes a right-of-way clearance certificate.

Those conditions were fulfilled and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7752.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day count on this contract will begin July 6, 1972.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

By
C. W. Head, Assistant Secretary

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

6-21-72

Attention: County and City Section

Copy to :- John Oaks
R.N. Chase
C.G. Swanson
L.W. Rubin

SUBJECT: Federal Aid Project No. _____

Highway No. Nehalem Market Road, FAS 612

Project Name
Nehalem River (Clear Creek) Bridge

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured.

2. We hereby certify that: (check two)

☒ There has been no displacement of persons from residences, farms, or businesses; or

☒ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968.

☐ In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Signed at St. Helens, Oregon,

this 21st day of June, 1972.

Columbia County

R.N. Barnett
Chairman

[signature]
Commissioner

Jack Munkoff
Commissioner

RECEIVED
COUNTY & CITY SECTION
JUN 23 1972
☑ ENGR. ☑ COOR. ☑ UE ☐ RE ☑ UE
☑ UPE ☑ CE ☒ RE ☑ RPE ☐

(5/12/70)

NOTE: Contract will be awarded 6-23-72 as RW clear.
Don H.

COLUMBIA COUNTY OREGON

BOARD OF COMMISSIONERS
ST. HELENS, OREGON 97051
PHONE 397-0111
PHONE 397-4322

June 6, 1972

Mr. H. S. Cox
County and City Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Sir:

Enclosed herewith is Columbia County check No. 23078, in the sum of $30,000, in accordance with your letters of May 30, 1972 relative to FAS funding for the Gable Road and Clear Creek Bridge projects.

6/7/72 M. Keith Thompson informed me by phone that Gable Road is clear to award HR

Also enclosed are signed copies of your letters of May 30, indicating Columbia County's wish to transfer the balance of advance deposit required from Columbia County FAS funds to State Highway Funds.

We sincerely appreciate your kind cooperation in these projects, and will look forward to anticipated construction projects.

Thank you.

Yours truly,

COLUMBIA COUNTY
BOARD OF COMMISSIONERS

N. W. Barmeier

N. W. Barmeier, Chairman

gs
encl.

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1972

OREGON STATE HIGHWAY DIVISION

RECEIVED
COUNTY & CITY SECTION
JUN 7 - 1972
☐ ENGR. ☑ COOR. ☐ .. ☐ AE ☑ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 30, 1972

Board of Commissioners
Columbia County Courthouse
St. Helens, Oregon 97051

Attn: Mr. Keith Thompson

Gentlemen:

On May 25, 1972, a satisfactory bid was received from the Columbia West Materials and Construction, Inc. of Rainier, Oregon 97048, for the Nehalem River (Clear Creek) Bridge Section of FAS 612. As per the agreement between State and County, the following advance deposit is required from the County prior to awarding of a contract:

Bid Items	$174,582.50
Adjust Mailboxes	40.00
Flagging	250.00
Permanent signing	300.00
Permanent pavement striping	50.00
Temporary erosion control	500.00
State responsibility for damages	500.00
13½% Engineering & Contingencies	23,790.04
Estimated Total Cost	$200,012.54

County Advance Deposit:

20% of $200,012.54 = $40,002.50, or say $40,000.00.

This advance deposit in the amount of $40,000.00 shall, at the request of the Board of Commissioners, be made up of monies transferred from Columbia County FAS funds to Oregon State Highway funds.

We must be assured that the right-of-way is clear before we will award the contract.

Please indicate your approval of this transfer of funds by placing your signatures in the space provided below, and return one signed copy to this office.

APPROVED May 31 1972
BOARD OF COMMISSIONERS OF Columbia COUNTY
BY H. H. Bannier
COMMISSION
O J Ahlborn
COMMISSIONER
Jack Minkoff
COMMISSIONER

Very truly yours,

George M. Baldwin
Administrator of Highways

By: H. S. Cox
For County and City Engineer

HR:ljt

RECEIVED
MAY 25 1972
FOR FILING

7752

May 4, 1972

Board of County Commissioners
Columbia County
Courthouse
St. Helens, Oregon 97051

MISC. CONTRACTS and
AGREEMENTS No. 4474

Attention: Roy A. Nelson
County Clerk

Gentlemen:

Attached for your records is a fully executed copy of an agreement pertaining to the construction of the Nehalem River (Clear Creek) Bridge Section on the Nehalem Market Road.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
Att.

cc H. S. Cox
(agree. att.)

TRANSACTION NUMBER 5-2 AND 5-3

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 4-26-72

BY (Signature): MR. YOUNG'S APRIL 20, 1972 LETTER

TITLE: PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1087 THRU 1088

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1087	S-519(3)	2.13	470,000	298,700	WARD ROAD - POLK COUNTY LINE SECTION.	GRADE, DRAIN, HIGH TYPE PAVEMENT.
1088	EHS-S-279(4)	0.25	210,000	133,000	NEHALEM RIVER (CLEAR CREEK) BRIDGE SECTION.	GRADE, DRAIN, HIGH TYPE PAVEMENT, ONE BRIDGE.

4.26.72

5-1-72

Jenny

RECEIVED
MAY 1-1972

RECEIVED
APR 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN.

IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

FOR FILING

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
7-52		4-26-72	FOR DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-894

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

4-20-72

FEDERAL - AID PROGRA
(PPM 21-1)

CARD 2	REPORT NUMBER (18) 1 (20)	PROJECT LOCATION (45 typewriter spaces) 21 Co. Rd. approx. 4.1 mi. and 6.0 mi. SW of Vernonia 65		ADT	PRESENT 200	FUTURE (66) 320	YEAR (70) (71) 92 (72)	REGION 10					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 20 Gr. Dr., H.T. Pave., one bridge 62		NATL. FOREST (63) (65)	FH ROUTE NO. (66) (69)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) (73) EHS	PL. AUTH YR (74) (75)	PREFI 14			
CARD 4	CLASS OF FEDERAL FUNDS Secondary							COUNTY NAME Columbi					
	NAME OF URBAN AREA 17-31							ROUTE NO. S	FEDERAL - AID 612				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COST BY PHA: TOTAL ESTIMATED COST	FEDERAL FUNDS	STA
1	(14-18)	(16	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)	
5					PE		Co. Rd. approx. 4.1 mi. and 6.0 mi. SW of Vernonia				
5					ROW		"Nehalem River (Clear Creek) Bridge Section"				
5					CONST (CODE) X081			0.25	210,000	133,000	
								0.25	210,000	133,000	

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	(16) (23) (24) (33) REMAR

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

0-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
i. SW	ADT	200	320	92	10	Oregon	35	022	1088

	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
				EHS		EHS-S-	279	(4)	

COUNTY NAME: Columbia — CODE: 009

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 612 — STATE: Co. Rd. — U.S.:

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
					Gr., Dr., 2-12' lanes H.T. Pave., with paved 4' shldr., one prestressed RCDG Bridge (length 180', H.C. 32').
0.25	210,000	133,000	38,500	38,500 (Co.)	ROW - 60' min.; access control - none; parking restrictions-none.
0.25	210,000	133,000	38,500	38,500 (Co.)	

REMARKS

-over-

USCOMM DUSCOMM-DC 48903-P61

NEHALEM RIVER (CLEAR CREEK) BRIDGE SECTION
PROJECT EHS-S-279(4)

Existing Highway Facility:
Roadway - - - - - - - - 18' AC surfacing with 3' shoulders
Structure - - - - - - - Steel pony truss (100') with 3 timber spans (20') total length 161'; H.C. 17'.

Adjacent Sections: North & South Ends - 18' AC surface with 3' shoulders.

Project Data: Construct on new alignment approx. 1200' of roadway approach to structure to provide 2-12' lanes high-type pavement with 4' paved shoulders. Construct one prestressed RCDG bridge on new alignment, length 180', H.C. 32'. Also included in the project is the installation of approximately 400' of guard rail at the approaches of Arcadia Bridge, which was constructed in 1967 under S-279(3).

Exceptions to Minimum Standards: None.

System Action, Railroads, Airports, Water Developments, Historical and Recreational Areas: None involved.

Public Hearing: Offered September 16 & 23, 1971. No requests for hearing were received. Certification required by Section 128 "Public Hearings" made under the provisions of the "Secondary Road Plan".

Relocation Assistance Payments: Made by county where necessary.

Location/Design Approval: Granted December 9, 1971 under the Secondary Road Plan.

Negative Environmental Declaration: Submitted October 20, 1971 and concurred in by FHWA November 8, 1971.

State and District 2 Clearinghouse: Approvals dated May 21, 1971 and May 26, 1971, respectively.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by utilities of the right-of-way of this project. A State-County agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

This project qualifies as "EHS" under the provisions of paragraph (c) of Section "Emergency Highway Safety Programs" of IM 30-5-71 as a "Safety Related Type" which is replacing a substandard narrow, 17' H.C. bridge. This narrow bridge presents a potential traffic hazard of such a magnitude that it was selected by the Highway Division and the county for replacement and agreed that it would warrant a top priority among the hazardous locations in the county needing improvement.

Data for PR-37: Type Code X081, Est. Cost $98,000.

Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

4-19-72

Attention: County and City Section

SUBJECT: Federal Aid Project No. Nehalem River (Clear Creek) Bridge Section.

Highway No. F.A.S. 617

Project Name Columbia County

Bids to be opened May 23-

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal-aid project have been secured, except two parcels which will be secured by May 24, 1972.

2. We hereby certify that: (check two)

/XX/ There has been no displacement of persons from residences, farms, or businesses; or

/X/ That all incidental charges related to the transfer of property have been paid by County pursuant to subsection 507 of Section 30 of the Federal-aid Highway Act of 1968. except as noted in Paragraph 1.

/ / In accordance with Section 30 of the Federal-aid Highway Act of 1968, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal-aid project have been authorized by permit, franchise, or other approved procedure.

Dated at St. Helens, Oregon,

this 19th day of April, 1972.

COLUMBIA COUNTY

R. H. Barnett
Chairman

Ag Ahlborn
Commissioner

Jack Minkoff
Commissioner

RECEIVED
COUNTY & CITY SECTION
APR 20 1972

Copy to :- John Oaks
C.G. Swenson
R N Chase
L. W Rulien - Reg I

(5/12/70)

RECEIVED
MAY 1 - GAME
COMMISSION
FOR FILING

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

7752

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

April 13, 1972

Mr. George M. Baldwin
Administrator of Highways
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention: Mr. Frank L. Hall
Design Engineer

cc: E.S. Hunter
L.H. Young
W.J. Hart (3)
C.G. Swenson
W.H. Tebeau
F.E. Terpin (3)
L.W. Rulien (2)
J.B. Boyd (4)

Dear Sir:

This is in reply to your letter of March 21, 1972, regarding the following construction projects:

1. Humbug Creek Bridge Section
FAS 912, Clatsop County

2. Nehalem River (Clear Creek) Bridge Section
FAS 612, Columbia County

3. Ward Road-Polk County Line Section
FAS 209, Benton County

NOTED
E. S. HUNTER

On the Humbug Creek and Nehalem River bridges, we do not anticipate much conflict with fishery values. Work in the streams where turbidities may be unavoidable should be confined to the period from June 1 to September 1. Early fall runs of chinook normally occur in September. The projects are approved.

Regarding the Ward Road Section, FAS 209, our main concern is that fish passage be maintained. Although the stream is small, coho salmon and cutthroat use the area in winter and spring months. Water quality should be maintained where channel changing is involved.

Thank you for requesting our comments.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

ROK:js

cc: Dir. FCO

RECEIVED
APR 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Hall
A. Olson
Terpin
Scott
Swenson
R. Olson
Trout

RECEIVED
APR 17 1972
DESIGN
SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

ADT 200 1992 DHV 30
520 1992 48

SAFETY: Yes

MEMO TO R. N. CHASE Date: April 11, 1972

FAS 612, COLUMBIA COUNTY, Nehalem River (CLear Creek) Bridge SECTION

TERMINI: Approx. 5.2 miles southwest of the junction with FAS 601, and approx. 6 miles southwest of Vernonia.

PROPOSED WORK: Structure, grade, drain, base and pave.

PROJECT LENGTH: Approx. 0.25 mile.

COSTS:	TOTAL	FEDERAL	STATE	COUNTY	OTHER
CONSTRUCTION	210,000	126,000	42,000	42,000	

EXISTING FACILITIES: 100' steel pony truss and 3 timber spans totaling 161' having a 17' roadway. Roadway at ends of structure has 18' AC wearing surface with 3' gravel shoulders.

ADJACENT SECTIONS:

NORTH/EAST END:

SOUTH/WEST END: 24' roadway having 2 9' AC travel lanes with 3' gravel shoulders.

PROJECT DATA: Construct a reinforced concrete bridge on new alignment, 180 ' long with 32' clear roadway. Also construct approx. 1,200 feet of roadway having two 12' travel lanes and 4' shoulders. To be paved full width of 32 feet. County to remove and dispose of old bridge.

Also install guardrails on the approaches to the Arcadia Bridge which was constructed in 1967: Project #S-279(3).

RIGHT-OF-WAY: 445' maximum

ACCESS CONTROL: None
RAILROAD CROSSING: None

MINIMUM DESIGN STANDARDS: No deviation from standards

SYSTEM ACTION: Completed
PUBLIC HEARING: Offered 9/2/71 and 9/23/71
UNUSUAL OR COMPLICATED SITUATIONS:

ROUTE DATA: S-279(3)

~~Approval~~

Hearing Certification: 9/15/71
Park and recreation area affected - No
Relocation assistance - No one moved

Social, economic & environmental effects considered - Yes
Location and design approved - 12/9/71
Clearinghouse approved - 5/21/71
Hwy. at present does not have control of the utilities on the project but by the agreement before award the control will be secured.
Negative Declaration: 11/8/71
COG: Not required

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7.752

RECEIVED
MAR 22 1972
FISH COMMISSION

Director
Asst. Director
Fiscal Officer
Spec. Asst.
Auditor
Licenses
Fish
Engr.
Info. & Ed.
Research
Shellfish
Warden

March 21, 1972

Mr. Thomas E. Kruse
State Fisheries Director
Fish Commission of Oregon
307 State Office Building
Portland, Oregon 97201

RECEIVED
MAR 29 1972
OFFICE OF
STATE HIGHWAY ENGINEER

Attention: Mr. Burt Carnegie

Gentlemen:

cc: E.S. Hunter
L.H. Young
W.J. Hart (3)
C.G. Swenson
W.H. Tebeau
F.E. Terpin (3)
L.W. Rulien (2)
J.B. Boyd (4)

To comply with Modification No. 1 dated May 19, 1965, of our Memorandum of Understanding dated September 12, 1963, herewith are preliminary plans for the following projects scheduled for contract letting May 25, 1972.

1. Humbug Creek Bridge Section — approved
   FAS 912, Clatsop County

2. Nehalem River (Clear Creek) Bridge Section — approved.
   FAS 612, Columbia County

3. Ward Road-Polk County Line Section — 2 x 6 pipe each approved.
   FAS 209, Benton County

Your special attention and recommendations will be appreciated.

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

Frank L. Hall
Design Engineer

NOTED
E. S. HUNTER

Hall
A. Olson
Terpin
Scott
Swenson
K. Olson
Tour

RECEIVED
MAR 29 1972
DESIGN SECTION

Requires Reply ☐
Requires Approval ☐
Receiver Keep ☐
Do not File ☐
Return To
Bring Up ___/___/___
Other

SNR 3-24-72

Enclos.

Dear Frank,
we anticipate no fishery conflicts & projects are approved.

Burt Carnegie

7752

February 15, 1972

Oregon State Highway Commission

Gentlemen:

There will be presented for your consideration at the February 22 meeting a request from Columbia County for utilization of Federal funds as matching moneys for two projects: Lower Columbia River Highway-Old Portland Road Section of Cable Road, FAS 574, and Nehalem River (Clear Creek) Bridge Section, FAS 612.

Two traffic fatalities at one of the railroad crossings on FAS 574 and rapid deterioration of the structure on FAS 612 have resulted in considerable pressure on the County to bring these projects to a construction stage.

The FAS 574 project was originally approved by the Highway Commission in July of 1968 and the FAS 612 project in May of 1971; however, lack of county funds has prevented their construction.

We hereby request your approval and authorization to finance these projects utilizing Federal Aid matching moneys; i.e., 80 percent Federal funds and 20 percent State funds. This will amount to approximately $368,000 Federal funds and $81,000 State funds.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

Tom Edwards
State Highway Engineer

HR:mm kw
cc: Floyd Query
George M. Baldwin
F. B. Klaboe
R. L. Schroeder
Gary L. Ross
Gary L. Sund
H. S. Cox
L. W. Rulien

P-45

LOCATION - DESIGN APPROVAL

12-9-71

COUNTY: COLUMBIA

SECTION: Nehalem River (Clear Creek) Bridge Section

FAS NO.: 612

ROAD NAME: Nehalem Market Road

PROJECT DESCRIPTION: Construct a reinforced concrete bridge 32 feet wide and 180 feet long on revised alignment plus construction of approximately 1,200 feet of roadway with two 12-foot travel lanes and 4-foot shoulders.

ESTIMATED COST: $250,000

HIGHWAY COMMISSION APPROVAL: May 4, 1971

HEARING: Opportunity afforded, no requests received.

STATE CLEARINGHOUSE REVIEW: May 21, 1971

SECTION 204 REVIEW: None required

HEARING CERTIFICATION: October 15, 1971 by R. L. Porter

ENVIRONMENTAL STATEMENT: Negative Declaration concurred by FHWA November 8, 1971.

REMARKS:

APPROVED: December 9 19 71

Assistant State Highway Engineer

RECEIVED
COUNTY & CITY SECTION
DEC 9 1971
ENGR. GEOR. RE UE
UPE CE RE RPE

ROAD DESIGN APPROVAL NOTICE

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Columbia County Board of Commissioners, having received no requests for a public hearing and, after study of the engineering, environmental and socio-economic aspects, has requested the Oregon State Highway Division's location and design approval of the Nehalem River (Clear Creek) Bridge Section of the Nehalem Market Road in Columbia County.

The proposal consists of constructing a reinforced concrete bridge 32 feet wide and approximately 180 feet long on revised alignment plus constructing approximately 1,200 feet of new roadway all on the Nehalem Market Road six miles southwest of Vernonia.

Maps and related data pertinent to the proposal are in the Highway Commission files, State Highway Building, Salem, and are available for review and copying by interested persons.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * * * *

RHP:ljt
11/26/71

VERNONIA EAGLE, Vernonia

10-15-71

MEMO TO THE FILE

Re: Nehalem River (Clear Creek) Br. Section
Nehalem Market Road, FAS 612
Columbia County

I certify in behalf of the Oregon State Highway Division that the opportunity to request a location-design hearing was afforded the public relative to the proposed project on the Nehalem River (Clear Creek) Bridge Section on Nehalem Market Road, FAS 612, in Columbia County, and that no requests for a hearing were received.

I further certify that the Highway Division, with Columbia County, has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

By R. H. Potts Date Oct. 15, 1971

RHP:ljt
10/15/71

RECEIVED
COUNTY & CITY SECTION
OCT 18 1971
☑ ENGR. ☐ COOR. ☐ GE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

#7752 C 1 Kap C

cc R. L. Porter
Tom Edwards
Victor D. Wolfe
L. H. Young
H. S. Cox
F. L. Hall
R. N. Chase
L. W. Rulien

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Mr. Robert E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N. E.
Salem, Oregon 97308

October 20, 1971

Re: Nehalem River (Clear Creek) Bridge Section
Nehalem Market Road, FAS 612
Columbia County 5279(-)

Dear Mr. Simpson:

This negative declaration is preceding our location and design approval for the subject FAS-C project.

LOCATION AND DESCRIPTION OF PROJECT The proposed project is located on Nehalem Market Road approximately six miles southwest of Vernonia in Columbia County.

The proposal consists of constructing a reinforced concrete bridge 180 feet long with a 32-foot roadway over the Nehalem River on revised alignment. In addition to the structure, approximately 1200 feet of roadway will be graded and paved consisting of two 12-foot travel lanes and 4-foot shoulders. Guardrail is to be installed on the approaches. Also included in the project will be a revision of the Clear Creek Road connection near the north end of the structure. Columbia County will acquire all necessary right-of-way and easements.

NOTED
F. B. KLABOE

PURPOSE OF PROJECT Nehalem Market Road is an important county arterial serving as a logging, farm-to-market, school bus and mail route for the surrounding community. By the replacement of the existing facility over the Nehalem River, safety to the road user will be significantly improved.

The present bridge consists of one 100-foot steel pony truss and three short timber spans and has a roadway width of only 17 feet. Having been built in 1928, the existing structure is incapable of serving today's traffic needs and is a hazard to motorist safety and mobility. It is, therefore, the purpose of the proposed project to replace this narrow antiquated bridge with a modern reinforced concrete structure.

DISCUSSION OF ENVIRONMENTAL IMPACTS The proposed project will provide Columbia County with a facility that will be safer, more aesthetically pleasing, and a benefit to the County's transportation system. There will also be an economic benefit to the County in reduced maintenance costs.

NOTED
R. D. ASBURRY

NOTED
R. N. CHASE

Additional right-of-way will be obtained requiring the taking of some agricultural lands. The County plans, however, to exchange portions of the existing right-of-way for property needed for the project, and to restore those portions to productive use before turning them over to the land owners. Thus the net loss of tillable farm land will be held to a minimum. Right-of-way acquisitions will not require the relocation of any person from his home, farm or business location and all access points will be restored in a like or better manner. There are aerial and underground utility systems requiring minor adjustments.

There are no park, recreation or historic facilities directly affected by the project nor will any wildlife nesting or feeding grounds be adversely affected.

Work in the stream will be confined to the period from June 1 to October 15 in order to protect migrating species of fish. All necessary precautions will be taken during construction so that there will be very minimal, if any, detrimental impact on the river, its aquatic resources, and the natural environment in general.

No major inconvenience will occur to the road users during construction because the existing bridge and roadway will be in use until the new facility is completed. Adequate flagging and signing for the temporary protection and direction of traffic will be provided.

The opportunity for a public hearing was offered by the Columbia County Board of Commissioners and no requests were received. The proposal has been discussed with the residents in the area and has their support.

BASIS FOR NEGATIVE DECLARATION The proposed project is an important element in Columbia County's planned development of its arterial system. The benefits of the finished project will outweigh any temporary inconvenience to the road user and minor loss of private land. The detrimental impact, if any, to the local environment will be negligible.

The Oregon State Highway Division does endorse the statements made in this negative declaration based on information furnished by Columbia County, and your concurrence is respectfully requested.

Very truly yours,

R. L. Porter
State Highway Engineer

By
F. S. Klaboe
Assistant State Highway Engineer

RECEIVED
NOV 12 1971
PROGRAM & PLANNING
DIVISION

RHP:ljt

Endorsement to Oregon State Highway Division

Concur _____ Date 11-8-71
for Division Engineer, Federal Highway Admin.

Hearing

COLUMBIA COUNTY OREGON

BOARD OF COMMISSIONERS
ST. HELENS, OREGON 97051
PHONE 397-4322

October 12, 1971

Mr. H. S. Cox
County-City Engineer
Oregon State Highway Building
Room 405
Salem, Oregon 97310

Dear Mr. Cox:

Please note that Columbia County received no requests for a public hearing on the proposed Nehalem River (Clear Creek) bridge section on the Nehalem Market Road, identified as FAS 612. Thus, no hearing was held.

Enclosed are copies of the hearing publication affidavit and a news story, both from the Vernonia Eagle, the newspaper serving the area in question.

The proposal has been discussed informally with residents of the area, and has their support.

Members of the Board of Commissioners have considered the social, economic and environmental aspects of the proposal, and believe that the improvements will benefit the safety and convenience of the public. Further, we feel that the project will complement area land use and the road arterial system, both in its present form and as planned.

Also enclosed is a negative environmental declaration concerning the project.

Very truly yours,

Board of Commissioners

By Jack Minkoff

By Ed Ahlborn

RV/g
encl.

cc: Robert H. Prange
Rural Engineer

RECEIVED
COUNTY & CITY SECTION
OCT 14 1971
☑ ENGR. ☐ COOR. ☐ LE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

COLUMBIA COUNTY OREGON

BOARD OF COMMISSIONERS
ST. HELENS, OREGON 97051
PHONE 397-4322

October 12, 1971

Mr. H. S. Cox, County-City Engineer
Room 405, Oregon Highway Building
Salem, Oregon 97310

Dear Mr. Cox:

This negative declaration is filed in support of Columbia County's request for approval of the proposed FAS 612 project, the Nehalem River, or Clear Creek, bridge section on the Nehalem Market Road.

The project would involve the construction of a new reinforced concrete bridge over the Nehalem River approximately six miles southwest of Vernonia, as well as realignment of the roadway to eliminate the sharp curves that presently exist.

The old bridge - only 18 feet in width - is obviously not adequate to serve today's vehicles, including school buses. Further, truck usage of the Nehalem Market Road has been limited because of weight limitations on the bridge.

We believe that the construction of a new bridge and the elimination of several sharp, blind curves would be a definite safety factor and would result in the increased use of the road, which should serve more residents and travelers than at present.

The adverse environmental effects of the project would be minimal, since it would displace no residents, would involve right-of-way land of marginal quality, and would not significantly affect the existing character of the area. Nor would it engender air or water pollution problems.

There would be no inconvenience to travelers during the construction period, since the existing roadway and bridge would continue in use until replacements were ready.

In summary, we feel that a negative declaration is justified, since the improvement would benefit present residents of the area. Further, considerable population growth is projected for the Vernonia region, and more demands upon its road system probably are assured.

Very truly yours,

Board of Commissioners

By Clark Minkoff

By Ed Ahlborn

RECEIVED
COUNTY & CITY SECTION
OCT 14 1971
☐ ENGR. ☐ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

RV/g
encl.

cc: Robert H. Prange
Rural Engineer

AFFIDAVIT OF PUBLICATION

STATE OF OREGON
COUNTY OF COLUMBIA } ss.

I, Arlene Seeley,

being first duly sworn, depose and say that I am the bookkeeper

(owner, editor, publisher, manager, advertising manager, principal clerk, printer or his foreman) of the VERNONIA EAGLE, a newspaper of general circulation, as defined by ORS 193.010 and 193.020; printed and published at Vernonia, Oregon in the aforesaid county and state; that the road hearing notice, a printed copy of which is hereto annexed, was published in the entire issue of said newspaper for 2 successive and consecutive weeks in the following issues (here set forth dates of issues in which the same was published).

9-16-71

9-23-71

Arlene Seeley

Subscribed and sworn to before me this 27th day of Sept., 1971.

Ralph E. Bregson
Notary Public of Oregon

My commission expires 7th day of May, 1973

ROAD HEARING NOTICE

Notice is hereby given that Columbia County has proposed plans for future right-of-way acquisition and construction on the Nehalem River (Clear Cr.) Bridge Section of Nehalem Market Road lying near the City of Vernonia, Columbia County, Oregon.

The proposal consists of constructing a reinforced concrete bridge 32-feet wide and approximately 160-feet long on revised alignment plus constructing approximately 1200-feet of new roadway all on the Nehalem Market Road 6 miles southwest of Vernonia.

This notice is given in compliance with federal regulations and state statutes pertaining to this type of proposal whereby it is required that public notice be given to enable interested persons to request a hearing on the proposal.

Any interested citizen may request that a public hearing be held covering the social, economic, and environmental effects of the proposed location and design for this highway project by delivering a written request to the Columbia County Board of Commissioners on or before October 8, 1971.

In the event such a request is received, a public hearing will be scheduled and adequate notice will be publicized regarding the date and location of the hearing.

37t2c

No._____

In the

_____ COURT

of the

STATE OF OREGON

for the

COUNTY OF COLUMBIA

AFFIDAVIT OF PUBLICATION

Filed _____, 19____

_____

Clerk.

_____

Deputy.

FROM THE OFFICE OF

ATTORNEY FOR _____

RECEIVED
SEP 22 1971

FOR FILING

7752

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Nehalem River (Clear Creek) Bridge
Highway: F.A.S. 612
County: Columbia
Prefix: 505-1404

Res. Engr. R. T. Ewen
Approx. Length 0.4 Mile ±
Sta. M.P. 4.7± to Sta. M.P. 5.1+
Date September 7, 1971

Mean Truck A.D.T. 16
Traffic Coefficient 5.9
18 kip s. a. per day 4.0
(1)

Annual Precipitation 48"± (Vernonia)
Frost Penetration ---
CBE Total Requirement 19.0"

Typical Soil

49 LL
7 PI
100 %P 10
78 %P 200
0 % Gravel
12 % C Sand
10 % F Sand
46 % Silt
32 % Clay
9 R Value
A-5 AASHO Classif.

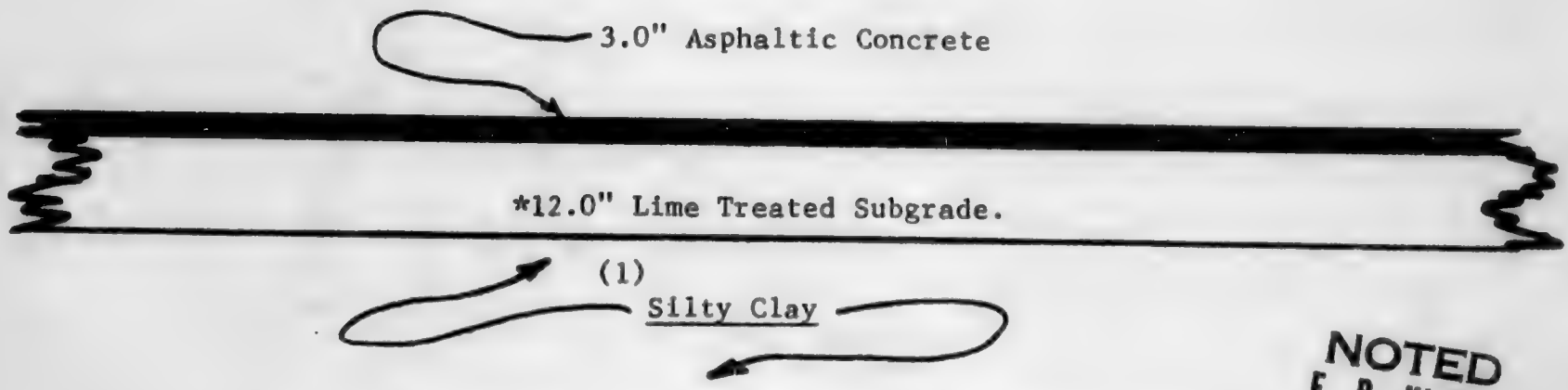
Materials Source:

To be determined by the Engineer.

Credit	Actual Thick.	Component
6.0	3.0	A.C.
12.0	12.0	L.T.S.
18.0"	15.0"	

STRUCTURAL SECTION

NEW WORK



NOTED
F. B. KLABOE

*Lime Treated Subgrade to be placed in two 6-inch lifts.

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

Submitted by _____ Base Design Engineer

Recommended by _____ Engineer of Materials and Research

Recommended by W. H. Pekeaux Asst. Program and Planning Engineer

Approved by F B Klaboe Asst. State Highway Engineer

STRUCTURAL SECTION

Credit	Actual Thick.	Component

STRUCTURAL SECTION

Credit	Actual Thick.	Component

SECTION: Nehalem River (Clear Creek) Bridge

HIGHWAY: F.A.S. 612

COUNTY: Columbia

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*

N O N E

Remarks:

Lime Treated Subgrade has been recommended due to the long haul (20± miles) required for suitable aggregate base.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	1.0"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Nehalem River (Clear Creek) Bridge

HIGHWAY: F.A.S. 612

COUNTY: Columbia

200 Present ADT (19 71)

6 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	7	1.6	11	9	450	4,050
3	3	1.6	5	4	1000	4,000
4	0	---	--	--	1250	- - -
5	2	1.6	3	3	3180	9,540
6	0	---	--	--	2570	- - -
				16	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 17,590

TWENTY YEAR EWL 351,800

TRAFFIC COEFFICIENT 5.9

SECTION: Nehalem River (Clear Creek) Bridge

HIGHWAY: F.A.S. 612

COUNTY: Columbia

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made---See Remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Oil or A.C.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: County prefers A.C.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short project, and traffic does not warrant the use of C.R.P.C.C.

RECEIVED
MAY 27 1971
FOR FILING

EXECUTIVE DEPARTMENT

7752

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
EDWARD G. WESTERDAHL
Director

May 21, 1971

R. L. Porter, State Highway Engineer
Department of Transportation
Highway Building
Salem, Oregon 97310

Klabal
cy Edw
5-26-71

Young
5-26-71

Re: Nehalem River (Clear Cr.) Bridge Sec.
Clearinghouse #71.0166

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

The Fish Commission noted:

> "We recommend that any work in the stream be confined to the period from June 1 to October 15. Strict precautions against any pollution from the project should be observed."

The Game Commission replied to the Notice of Intent as follows:

> "If new alignment at bridge site is contemplated then disturbance to stream should be avoided or at least minimized as much as possible. State and Federal water quality laws should be observed."

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

RECEIVED
MAY 26 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 24 1971
FOR FILING

7152

5-21-71

PREFIX NO. 505-1414

LOCATION PROSPECTUS
NEHALEM RIVER (CLEAR CREEK) BRIDGE SECTION
NEHALEM MARKET ROAD
COLUMBIA COUNTY

HIGHWAY: Nehalem Market Road. Federal-aid Secondary No. 612.

TERMINI: Beginning at MP 4.7, which is 4.7 miles north of the intersection with State Highway No. 47 at Timber Junction; thence 0.4 mile north to MP 5.1, which is 5.1 miles south of the intersection with State Highway No. 102.

LENGTH: The overall length of this project is 0.4 mile.

PROGRAM: 1971 FAS-C Funds.

NARRATIVE: The purpose of this survey is to provide for construction of a reinforced concrete bridge with attendant approaches. A construction detour will be required, including the removal of detour and disposal of existing bridge. The survey will require establishing of existing alignment. The right of way survey will include a study of alignment relocation with possibility of using existing structure for detour purposes. The vertical alignment of the structure will be lowered for sight distance. Survey will include paving of the intersection of Clear Creek Road near the northwest corner of the structure. Survey will also include a County request that guardrail be included for the Arcadia Bridge, located approximately 2-1/2 miles north of Clear Creek Bridge.

CHARACTERISTICS: Existing ADT is 200; projected ADT is 350.

STANDARDS: This will be a Class "D" project and deviations from standards are not anticipated.

TYPICAL SECTION: The typical section will consist of two 12-foot travel lanes with 4-foot shoulders.

BRIDGE: Construction of a reinforced concrete bridge approximately 160 feet in length with 32-foot roadbed and no sidewalks.

ACCESS: Under County jurisdiction.

SURFACING: Base design will be determined during survey.

MATERIALS: Sources will be investigated during survey.

NOTED
F. B. KLABOE

ADD'L FACILITIES: Power and telephone utilities will be involved.

AGREEMENTS: County will offer a hearing.

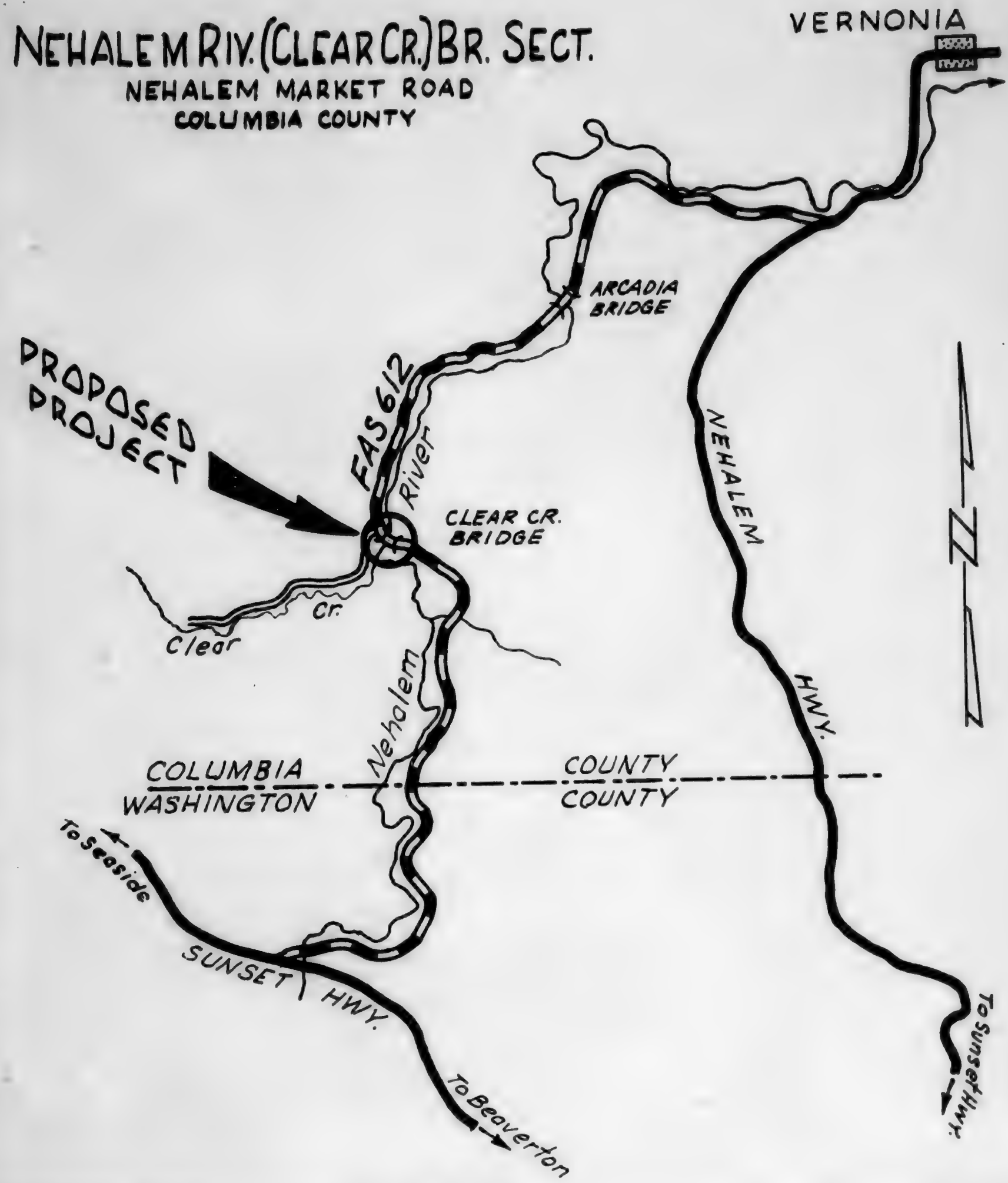
May 21, 1971
Attach

cc: Federal Highway Administration (3)
L. W. Rulien (3)
R. L. Porter
F. B. Klaboe
A. E. Johnson
E. S. Hunter
V. D. Wolfe
R. N. Bothman
F. B. Crandall
F. L. Hall
I. D. Merchant (4)
D. H. Moehring (3)
F. D. Morgan
L. H. Young
J. M. Cartwright (2)
R. N. Chase
H. S. Cox (2)
B. L. Gifford
W. N. Hackleman
V. J .Johnson
A. D. Olson
R. E. Olson
J. A. Rowland
R. E. Royer
C. G. Swenson
W. H. Tebeau
F. E. Terpin
G. C. Wills
F. W. Yarbrough (2)

RECEIVED
MAY 24 19..
OFFICE OF
STATE HIGHWAY ENGINEER

NEHALEM RIV. (CLEAR CR.) BR. SECT.

NEHALEM MARKET ROAD
COLUMBIA COUNTY



for 612 Col Co

Form E-30

OREGON STATE HIGHWAY DEPARTMENT

AUTHORITY FOR SURVEY

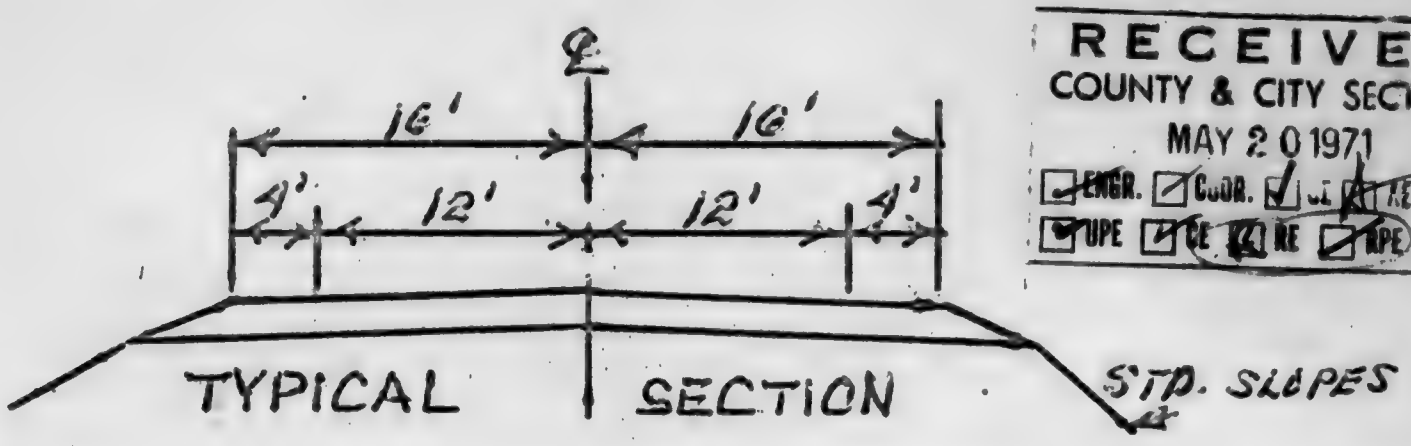
Section Nehalem River (Clear Creek) Bridge Site Date May 12, 1971

Highway Nehalem Market Road (FAS 612) Authorization No. 1

County Columbia Region 1 Survey Prefix 505-1101
(Assigned by Salem office)

Description of termini, route, length, etc.:

Bridge is located at M.P. 4.9 on FAS Highway No. 612 and with new approaches will be approximately 0.4 miles long



RECEIVED
COUNTY & CITY SECTION
MAY 20 1971
ENGR. COOR. UE
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Purpose of survey:

To prepare plans, estimates, and specifications for reconstruction of an existing county road structure and its approaches

Estimate of cost:

Field Survey	(901)	4,500
Final Design	(905)	750
Bridge (	(906)	5,000
Right of Way	(909)	300
Soils	(910)	200
Preliminary Studies	(918)	200
Specifications	(921)	250
Foundation Exploration	(926)	1,300

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Total estimated cost of survey . . . . . $ 12,500.00

Previous authorization . . . . . .

Additional authorization requested . . . . .

Additional authorization approved (Salem) . .

Total all authorizations approved (Salem) . . .

Requests made by:

Robert T. Ewen
Field Engineer

Recommended for Approval:
Division Engineer

Recommended for Approval:
Design
Construction Engineer

Approved:
Ass't
State Highway Engineer

State Printing

PROGRAM & PLAN. DIV.
P. E. APPR. .....
FED. - AID ..... STATE ✓ FHS C
BEN GIFFORD

NOTICE OF INTENT - STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Nehalem River (Clear Cr.) Bridge Sec.
FAS 612, Columbia County

30 Apr. 19 71

FROM: Applicant Agency State Highway Division — Salem (Address)

Contact Person L. H. Young — 6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes ..... No X (if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Two (2) City ---

County Columbia Special District(s) (if applicable) CRAG

Other affected jurisdictions/agencies ------

3. **Federal Program**

Common Program Name Federal Aid Secondary

Authorizing Legislation Title 23 USC Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application .....

---

4. **Estimated Project Cost**

Federal Share $ 90,000
Loan ..... Grant X
Local Applicant Share (Columbia Co.)
(if any) $ 30,000

State Agency Share $ 30,000

Other (Specify) $ -----

Total $ 150,000

Source of State Agency Share

General Fund $ -----

Other Funds (specify) $ 30,000 Highway

Indirect Cost Reimbursement

No X Yes ..... $ ..... (Approx)

Will Federal share change: No X

Yes, from ..... % to ..... %

When .....

5. **Period Covered by Projects**

Beginning date August, 1971
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 12 months

Approximate ending date August, 1972

Will renewal be requested? Yes ..... No X

6. **Estimated Application Filing Date** June 15, 1971

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

Nehalem River (Clear Creek) Bridge Sec., FAS 612, Columbia County.

This project will consist of preliminary engineering, right-of-way acquisition, grading, paving, structure and incidental work necessary to replace the existing bridge and improve approaches.

The proposed bridge, approximately 160-feet long, will be constructed of reinforced concrete to a 32-foot clear roadway width with no sidewalks. Guardrail will be installed under this contract on the approaches of Arcadia Bridge which is located a short distance northerly of this proposed project.

This project is related to the "Goals for a Livable Oregon" by the updating and improvement of this portion of the federal-aid secondary system.

See attached map for geographical location.

7753 Newmark St.-S. City Limits (N. Bend) Sec., Broadway St. (Grading and paving) 1972

CIA 4338 - 10-26-71

OREGON STATE HIGHWAY DIVISION

FORM A-130 (REV. 1-73)

HIGHWAY DIVISION INVOICE

NO. 113671

DATE	BILLING REQ. NO.	YOUR ORDER NO.	CREDIT DISTRIBUTION
2-13-74	CC 1388	2-14-74	6-0602-299

CODE: NORTHBE

- City of North Bend
- City Hall
- North Bend, Oregon 97459

MAKE CHECKS PAYABLE TO
THE OREGON STATE HIGHWAY DIVISION

SEND REMITTANCE TO:
OREGON STATE HIGHWAY DIVISION
STATE HIGHWAY BUILDING
SALEM, OREGON 97310

DESCRIPTION	QUANTITY	UNIT PRICE	TOTAL PRICE
Attn: Mr. Alfred Roth City Administrator			
FINAL BILLING: TOPICS Project T-5022-(1) Newmark Street-South City Limits Section Broadway Street			
Contract # 7753, covered by agreement dated 10-21-71			
Advance Deposit			$29,000.00
Amount previously transferred			13,000.00
Balance of Advance Deposit			$16,000.00
Costs per attached sheet			30,069.40
Less amount previously transferred			13,000.00
			17,069.40
Amount due from City			$1,069.40

RECEIVED
COUNTY & CITY SECTION
FEB 1[illegible] 1974
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ACKNOWLEDGE[illegible]ING REQUEST.

Cash Received with Request: $----------

By ----------

F.A. No.	Cont.#	Prefix	Description	F.A. Funds	Date
F 5019 (3)	7616	15-0603	67th St.-Stewart Ave. (Medford)	44,430.63	2-8-74
F-5025 (4)	PE	3-0602	Harrison St at 32nd Ave. (Milwaukie)	3411.63	—
F-5026 (2)	7544	110-0602	Stephens St. at Garden Valley Blvd (Roseburg)	37,381.48	—
F-5022 (1)	7753	6-0602	Newmark St.-S. City Limits (North Bend)	40,718.00	2-14
F-70 (4)	7494	S 1049	Sweet Rock Section	1,198,826.28	2-8
F-5-2 (6)	7660	610 1035	Myrtle Creek Interchange Section	32,411.33	✓
F-SCN-5 (17)	7659	610 1012	Commencement Bay Interchange	110,214.21	✓
F-SCN-3 (21)	7547	610 1023	Ontario County Rest Area	525,370.28	✓
FR 239 (1)	7657	10 1031	Scappoose Rest Station Slide Section	314,994.12	✓
F-SCN-2 (9)	7541	610 1019	Cascade Locks-Multnomah Falls	1,204,248.89	2-14
F-SCN-4 (22)	7684	611-1071	Arlington Interchange Section	57,205.12	✓
F-SCN-3 (13)	PE	Various	Canby-Aurora Right of Way Section	253,581.87	2-8
F-5-1 (12)	PE	"	Rock Point Rest Area Section	214,711.17	✓

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COUNTY & CITY SECTION
FEB 5 1974
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OREGON STATE HIGHWAY DIVISION

Form A-191—(7-65)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: City of North Bend
City Hall
North Bend, Oregon 97459
Attention of Mr. Alfred Roth
City Administrator

Request No. (assigned by staff engineer or head of division) cc 1388

Date February 12, 1974

Payer's Order No. (if any)

Department Order No. (if any) (Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

FINAL BILLING: TOPICS Project T-5022(1)
Newmark Street-South City Limits Section
Broadway Street

Contract #7753
Covered by agreement dated 10/21/71

Itemized Statement: Advance Deposit $29,000.00

Quantity	Unit	Description	Unit Price	Amount
		Advance Deposit	29,000.00	
		Amount previously transferred	13,000.00	
		Balance of Advance Deposit		16,000.00
		Costs per attached sheet	30,069.40	
		Less amount previously transferred	13,000.00	
				17,069.40
		AMOUNT DUE FROM CITY		$ 1,069.40

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 29,000

Is this a partial or final request for billing? Final

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $ 13,000

Give the number of the last previous request in connection with this same service. cc 1374

Credit distribution: 6-0602-299

Submitted by: Richard Bladorn
Richard Bladorn, County/City Unit

Approved:
Division Engineer

Approved: ☑ ENGR. ☑ ASST. ☑ OE ☑ AE ☑ UE ☑ UPE ☑ CE ☑ PE ☑ RPE ☐
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

TOPICS PROJECT T-5022(1)
Newmark Street-South City Limits Section
Broadway Street
City of North Bend
Contract #7753

FINAL PROJECT COSTS

Preliminary Engineering	$ 3,446.64
Payments to Contractor	71,752.46
Construction Engineering	10,040.72
Equal Opportunity Program Expense	77.58
TOTAL PROJECT COST	$85,317.40

Federal Funds Collected	$40,718.00
Balance to be shared by State & City	$44,599.40
State share per agreement	14,530.00
Cost to City	$30,069.40
City's Advance Deposit	29,000.00
Balance Due from City	$ 1,069.40

2/12/74

P. O. Box 300
Salem OR 97308

February 7, 1974

Federal-aid Voucher Payments

10-41.3/120.2

Vernon V. Cusack, Acting Division Engineer
Salem, Oregon

Mr. F. B. Klaboe, Administrator & State Highway Engineer
Salem, Oregon

Final vouchers for the projects listed below have been approved for payment in the amount submitted:

Project No.	Amount
I-5-1(12)12	$ 4,741.17
I-80N-2(9)43	796.22
I-80N-4(22)137	756.13
T-5022(1)	0.00
Total	$ 6,293.52

Original signed by
D. F. Smith
Financial Manager
Vernon V. Cusack

RECEIVED
FEB 11 1974
FISCAL OFFICER

REFERRED TO
Hacek
V. E. Skoog, Fiscal Officer
Dept. of Transportation

(MEMORANDUM)

Final Voucher

A APPROVED BY
MPTROLLER GENERAL,
U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

D.O. VOUCHER NO.

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capitol Building Salem, Oregon

PAID BY

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: T-5022(1)

VOUCHER PERIOD: FROM 9-9-71 TO 5-9-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$85,317.40	$64,062.31	63.56%	$40,718.00	$40,718.00	$0.00	

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

Vernon E. Skoog
Fiscal Officer-OREDO

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	NEWMARK STREET-S. CITY LIMITS (NORTH BEND) SECTION					
	COOS COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All	Required		$ 3,446.36	
	Total Preliminary Engineering Cost				$ 3,446.36	
	Construction					
	Type Code 6201					
	Roadway (Sta. 29+30.23 to Sta. 43+29.95)	(Contract #7753)				
	Agreement with City of North Bend	Lump	Sum		$60,538.37	
	Total Construction Cost				$60,538.37	
	Construction Engineering					
	State	All	Required		$ 0.00	
	Miscellaneous Project Costs					
	Equal Opportunity Program Expense	All	Required		$ 77.58	
	Total Participating Cost				$64,062.31	
	Nonparticipating Items					
	Agreement with City of North Bend	Lump	Sum		$11,197.19	
	Interest on Final Payment	All	Required		16.90	
	Construction Engineering	All	Required		10,040.72	
	Preliminary Engineering	All	Required		.28	
	Total Nonparticipating Cost				$21,255.09	
		Total Cost			$85,317.40	

AMOUNT CARRIED FORWARD.....

2-12-74

TOPICS PROJECT T-5022(1)
Newmark Street-South City Limits Section
Broadway Street
City of North Bend
Contract #7753

FINAL PROJECT COSTS

Preliminary Engineering	$ 3,446.64
Payments to Contractor	71,752.46
Construction Engineering	10,040.72
Equal Opportunity Program Expense	77.58
TOTAL PROJECT COST	$85,317.40

Federal Funds Collected	$40,718.00
Balance to be shared by State & City	$44,599.40
State share per agreement	14,530.00
Cost to City	$30,069.40
City's Advance Deposit	29,000.00
Balance Due from City	$ 1,069.40

2/12/74

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

FORM A-87 (7-69)

FROM: Contract Accounting

TO: ACCOUNTING DEPARTMENT—

ADDRESS: Salem, Oregon 97310

DATE OF REQUEST: 11-5-78

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NUMBER): Newmark St.-S. City Limits (North Bound) Contr 7753

VENDOR'S NAME: T-5022(1)

DATE OF ORIGINAL DOCUMENT:

DATE OF VENDOR'S INVOICE:

QUANTITY	UNIT	DESCRIPTION	CHARGE DISTRIBUTION	CHARGE AMOUNT		CREDIT DISTRIBUTION	CREDIT AMOUNT	
Lump	Sum	Constr. Engr. Costs	(163) Grl 6-0602-900N	9,999	28	(719) Grl 6-0602-900P	9,999	28
Lump	Sum	Constr. Costs	(162) Grl 6-0602-201N	11,131	19	(719) Grl 6-0602-201P	11,131	19
		TOTAL		21,130	47		21,130	47

(FOR ACCOUNTING DEPT. USE ONLY)

ORIGINAL CHARGE ON VOUCHER: No Ref

REASON FOR THIS REQUEST: To Transfer participating Construction and construction engineering costs that overrun pro rata amount of agreed Federal Aid Funds to Non participating To eliminate "B" Code on current billing

PREPARED BY: Paul H. Olson

APPROVED: R Hacker

OREGON STATE HIGHWAY DIVISION

REQUEST FOR TRANSFER OF COST DISTRIBUTION

FORM A-87 (7-63)

FROM: Contract Accounting
ACCOUNTING DEPARTMENT—

ADDRESS: Salem, Oregon 97310

DATE OF REQUEST: 10-31-73

NAME AND NUMBER OF ORIGINAL DOCUMENT (IF PAYROLL TRANSFER, INDICATE CREW NUMBER)
Newmark St.-S. City Limits (North Bound) Contr 7253

DATE OF ORIGINAL DOCUMENT

VENDOR'S NAME
T-5022(1)

DATE OF VENDOR'S INVOICE

QUANTITY	UNIT	DESCRIPTION	CHARGE DISTRIBUTION	CHARGE AMOUNT	CREDIT DISTRIBUTION	CREDIT AMOUNT
Lump	Sum	Constr. Engr. Costs	(163) Grl 6-0602-900N	2,832 32	(719) Grl 6-0602-900P	2,832 32
				7166 96		
				9999 28		
		TOTAL		2,532 32		2832 32

(FOR ACCOUNTING DEPT. USE ONLY)

ORIGINAL CHARGE ON VOUCHER

No Ref

REASON FOR THIS REQUEST: To Transfer participating Construction engineering costs that are in excess of 10% of the Total Project Construction Cost to Non participating

PREPARED BY: Paul H. Olson

APPROVED: R P Hoyle

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	NEWMARK STREET-S. CITY LIMITS (NORTH BEND) SECTION					
	COOS COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All	Required		$ 344.85	
	Total Preliminary Engineering					
	Construction					
	Type Code 6201					
	Roadway (Sta. 29+30.23 to Sta. 43+29.95)	(contr* 1753)				
	Final Contract Payment Summary				$ 71665.51	
	Total Construction				$ 71,665.51	
	Construction Engineering					
	State	All	Required		$ 716.66	
	Miscellaneous Costs					
	Equipment Rental Program Expense	All	Required		$ 77.53	
	Total Miscellaneous				$ 793.62	
	Non-participating Items					
	Final Contract Payment Summary				$ 26.00	
	Indirect Cost Allocation	All	Required		2,772.00	
	Construction Engineering	All	Required		.28	
	Miscellaneous Facility					
	Total Non-participating				$ 2,798.28	
		Total Cost			$ 75,317.90	

AMOUNT CARRIED FORWARD.....

FORM PR-20A (6-71)

GPO 914-021

(MEMORANDUM) Final Voucher

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

D.O.O. VOUCHER NO.

VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6)

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

PAID BY

ADDRESS

Capital Building Salem, Oregon

(For use of Paying Office)

STATE: Oregon

FEDERAL AID PROJECT NO.: F-5022(1)

VOUCHER PERIOD: FROM 9-9-71 TO 5-9-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*

RECEIVED DIVISION OFFICE	FIELD AUDIT MADE	PASSED FOR PAYMENT
BY DATE	BY DATE	BY DATE

REMARKS

Oregon

V. E. Skoog
Fiscal Officer
OREDOT

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

#7753

Salem

October 18, 1973

V. E. Skoog
Fiscal Officer

L. H. Young
Office Engineer

Newmark St.-S. City Limits
(North Bend) Section
Project No. T-5022(1)

The city of North Bend has requested the closing of the subject project on the basis of the federal funds available to the city at this time, as per attached letter from the city. The project agreement utilized the full pro rata for the set-up of federal funds in anticipation that the city would receive additional funds; however, this was not the case and the total federal funds claimed on the project should not exceed $40,718, which is the amount available to the city.

Would you therefore please have the necessary actions taken for submission of the final voucher to the Federal Highway Administration on this project.

CL:dg

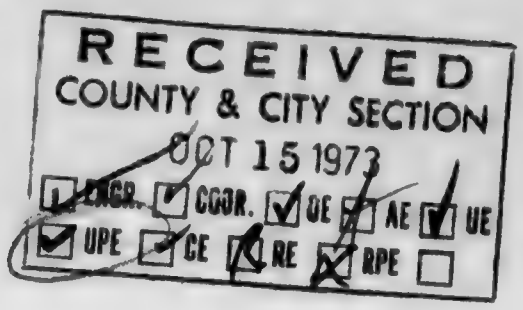
cc R. H. Chase
R. Bladorn

T.

CITY OF NORTH BEND

NORTH BEND, OREGON 97459

October 11, 1973



Mr. Richard Bladorn
Urban Program Engineer
405 State Highway Building
Salem, Oregon 97310

Re: TOPICS Project, Broadway, Newmark
South City Limits, North Bend, Ore.

Dear Mr. Bladorn:

As you know, the subject project has been complete for over a year, but has not been fiscally closed in hopes that additional Topics funds might come available to cover the program cost overrun.

Mr. Klaboe's letter of Octover 9, 1973 officially informs us of the demise of the TOPICS Program and indicates that reprograming of unused funds will not take place until March 1, 1974. In view of this further delay, would you please fiscally close the project as expeditiously as possible to permit the City to close the project.

Sincerely,

CITY OF NORTH BEND

William A. Bourne

William A. Bourne, P.E.
City Engineer

WAB:lm

10-15-73

CC: L.H. Young — Final project. Total Federal funds
V.E. Skoog available $40,718.

B.

BEAUTY SPOT OF THE OREGON COAST

OREGON STATE HIGHWAY DIVISION

Form A-191—(7-68)
SP*52423-734

Request for Outside Billing

(Or Advice of Cash Transaction)

Address invoice to: CITY OF NORTH BEND

CITY HALL

NORTH BEND, OREGON 97459

Attention of Mr. Alfred Roth
Administrator

Request No. (assigned by staff engineer or head of division) cc 1374

Date October 5, 1973

Payer's Order No. (if any)

Department Order No. (if any)
(Number of "Order to Render Service")

Description and Authority: (Describe the service rendered, stating kind of service, location, etc. Also refer to agreements, letters and orders by which payer authorized the service.)

☑ ENGR. ☑ ASST. ☐ OE ☐ AE ☑ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

Itemized Statement:

Advance Deposit $29,000

Quantity	Unit	Description	Unit Price	Amount
		Partial transfer of advance deposit for TOPICS Project T-5022(1), Newmark Street-SCL Section, Broadway Street. CLR-DT File #502201 Covered by agreement dated 10/12/71 TO BE RETAINED		13,000 $16,000

If payer has made payment for this service, indicate the amount of payment. $

If payer has made a deposit with the Department to guarantee payment, indicate the amount of the deposit. $ 29,000

Is this a partial or final request for billing? Partial

If there have been any previous requests for billing in connection with this same service, indicate the total amount of all previous requests. $

Give the number of the last previous request in connection with this same service.

Credit distribution: 6-0602-299

Submitted by: RB
Richard Bladorn, County/City Sect.

Approved:
Division Engineer

Approved:
Department Head or Staff Engineer

Instructions: The original and duplicate copies shall be forwarded through the division engineer to the staff engineer or division head. Staff engineer or division head will forward original copy to the Accounting Division. Additional copies may be prepared for and retained by the division office and other field offices concerned. If the request is to be accompanied by a payment, an additional copy shall be submitted for the use of the Accounting Division.

(MEMORANDUM)

FORM APPROVED BY COMPTROLLER GENERAL, U. S. MAY 12, 1966

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

[illegible] VOUCHER NO.

VOUCHER FOR WORK PERFORMED UNDER PROVISIONS OF THE FEDERAL AID AND FEDERAL HIGHWAY ACTS, AS AMENDED

(PPM 30-6) 5-9-73

VOUCHER NO.

APPROPRIATION

SCHEDULE NO.

THE UNITED STATES, DR., TO *(Insert official or depositary named in project agreement)*

Treasurer of the State of Oregon

ADDRESS

Capital Building Salem, Oregon

PAID BY

(For use of Paying Office)

STATE

Oregon

FEDERAL AID PROJECT NO.

I-5022(1)

VOUCHER PERIOD: FROM 9-9-71 TO 5-9-73

FOR PRO-RATA SHARE OF THE UNITED STATES FOR COSTS INCURRED UNDER THE PROJECT AGREEMENT FOR THE ABOVE-MENTIONED PROJECT, AS FOLLOWS:

TOTAL ACTUAL COST	TOTAL PARTICIPATING COST	PRO-RATA OF PARTICIPATING COST CLAIMED FROM U.S.	TOTAL AMOUNT CLAIMED FROM U.S.	LESS PREVIOUS PAYMENTS	NET AMOUNT CLAIMED	APPROVED FOR PAYMENT *(Payee must not use this column)*
$85,217.40	$84,662.31	53.56%	$40,718.00	$40,718.00	$0.00	

RECEIVED DIVISION OFFICE
BY DATE

FIELD AUDIT MADE
BY DATE

PASSED FOR PAYMENT
BY DATE

REMARKS

Oregon

Vernon E. Skoog
Fiscal Officer-OREGON

$0.00

FORM PR-20A (REV. 6-71) EXISTING STOCK WILL BE USED

STATEMENT OF COSTS INCURRED UNDER PROJECT AGREEMENT

ITEM NO.	ITEM	QUANTITY	UNIT	UNIT PRICE	AMOUNT	NOTATIONS (Payee must not use this column)
	[redacted] STREET-S. CITY LIMITS (NORTH END) SECTION					
	COOK COUNTY					
	Preliminary Engineering					
	Type Code P.E.					
	Preliminary Engineering	All	Required		$ 3,446.36	
	Total Preliminary Engineering Cost				$ 3,446.36	
	Construction					
	Type Code 6301					
	Roadway (Sta. 29+30.23 to Sta. 43+29.95)	(Contract 87753)				
	Agreement with City of North Bend	Lump	Sum		$60,538.37	
	Total Construction Cost				$60,538.37	
	Construction Engineering					
	State	All	Required		$ 0.00	
	Miscellaneous Project Costs					
	Equal Opportunity Program Expense	All	Required		$ 77.38	
	Total Participating Cost				$64,062.31	
	Nonparticipating Items					
	Agreement with City of North Bend	Lump	Sum		$11,197.19	
	Interest on Final Payment	All	Required		16.90	
	Construction Engineering	All	Required		10,040.72	
	Preliminary Engineering	All	Required		.28	
	Total Nonparticipating Cost				$21,255.09	
		Total Cost			$85,317.40	

AMOUNT CARRIED FORWARD...

FORM FR-20A (6-71)

GPO 914-021

SUMMARY OF COMPLETED FEDERAL AID WORK

NEWMARK STREET-S. CITY LIMITS (NORTH BEND) SECTION

T-5022(1)

Description	Type Code	Roadway Width	Total Cost	F. A. Funds	Total Length
Preliminary Engineering	P.E.	N.A.	$ 3,446.64	$ 2,190.50	-
Roadway	6201	44 ft.	81,870.76	38,527.50	0.265 Mile
(Sta. 29+30.23 to Sta. 43+29.95)					
	Total		$85,317.40	$40,718.00	0.265 Mile

STATE COPY

7753

OSRD (Johnson)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

5-7-73

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	3	Coos	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
5/7/73	T. P. Lowe, Area Engineer		F-5022(1)
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
10/3/72	11/19/72	95 %	100 days
APPROVED EXTENSIONS	**LOCATION**		
None	In the town of North Bend, Oregon		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY SENT

NEWMARK STREET - S. CITY LIMITS (NORTH BEND) SECTION
CITY STREET (BROADWAY ST.), COOS COUNTY

MAY 01 1973

The project was completed within the specified contract time.

There were no unusual or significant deviations from the contract quantities.

RECEIVED
STATE HWY ENGR
MAY 10 '73
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

5-10-73
cy Constr.
Young

NOTED
H.S. COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE	Original Signed by T. P. LOWE	SIGNATURE	G. L. Green
T. P. Lowe		G. L. Green	
TITLE	DATE	TITLE	DATE
Area Engineer	5/8/73	Division Engineer	5-9-73

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

5

7753

April 19, 1973

TO V. V. Cusack, Acting Division Engineer
Federal Highway Administration

FROM L. H. Young
Office Engineer

Federal-aid Project
No. T-5022(1)

SUBJECT Request Federal-aid Project Acceptance

Contract 7753, Work Completed October 3, 1972

Project Newmark St.-South City Limits (North Bend)

Highway City Street

County Coos

Acceptance: State Highway Commission November 19, 1972

Federal Highway Administration October 26, 1972

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and cost Report, E-498

Attach.

JK:dg

cc V. E. Skoog

7753

MEMO TO THE FILES
January 29, 1973

Re: TOPICS FUNDS

The estimated costs for the following TOPICS projects are expected to exceed the available Federal funds allocated to the cities involved. Therefore, it will be necessary to limit the amount of Federal funds collected for each project until such time as more funds become available or other arrangements are made:

CITY	PROJECT NO.	CONTRACT NO.	FEDERAL FUND LIMIT
ALBANY	EHS-T-5001(2)	7791	$ 69,000
CORVALLIS	T-5007(2)	(to be awarded)	$103,000
HILLSBORO	T-5014(2)	7860	$ 69,000
NORTH BEND	T-5022(1)	7753	$ 41,000
ONTARIO	EHS-T-5023(3)	7712	$ 29,000

RICHARD BLADORN

Richard Bladorn
Urban Program Engineer
County and City Section

RB:ljt

cc: F. B. Klaboe
R. L. Schroeder
V. E. Skoog
L. J. Young

NOTED
R. L. SCHROEDER

RECEIVED
JAN 30 1973
Office of
Assistant State Highway Engineer

RECEIVED
DEC 5 - 1972
FOR FILING
7753

December 4, 1972

General Insurance Co. of America
Portland Service Office
1500 S. W. First
Portland, Oregon 97201

Gentlemen

Contract No. 7753 awarded to Johnson Rock Products, Inc., for work on Newmark Street-South City Limits Section in the City of North Bend on Broadway Street in Coos County was completed on October 3, 1972, and accepted by the Highway Commission on November 29, 1972.

Final payment in the amount of $3,622.20 will be released to the contractor after December 9, 1972. The total contract amount is $71,735.56 including $545.61 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

ks

cc Johnson Rock Products, Inc.
P. O. Box 548
North Bend, Oregon 97459

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: W. L. Monner
J. H. Versteeg

RECEIVED
DEC 4 - 1972
FOR FILING

7753

November 30, 1972

TO Oregon State Highway Commission

FROM A. E. Johnson
Acting Deputy Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7753 Work Completed October 3, 1972

Project Newark St.-South City Limits (North Bend)

Highway City Street (Broadway St. County Coos

Type of Work Grading and Paving

Contractor Johnson Rock Products, Inc.

Recommended Acceptance Date November 29, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on December 12, 1972 for your formal concurrence.

VG:ed

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

STATE COPY

OSHD (Johnson)
Region
Wash DC
Area Engr Lowe

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

A.E. JOHNSON

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	2	Coos	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
10-26-72	D. B. Carter, Asst Area Engineer	T 5022(1)

IN COMPANY WITH
F. Morrison, Project Engineer, OSHD

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	95/100-95	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

CY Const 11-17-72

NEWMARK STREET - S. CITY LIMITS (NORTH BEND) SECTION
CITY STREET (BROADWAY ST.), COOS COUNTY

This project provided for the widening of Broadway Street between the south city limits and Newmark Street from 20' to 44'.

The project was completed on October 3, 1972 at which time 95 working days of the allotted 100 work days had been used.

The project had been previously inspected for acceptance on October 10, 1972 with the following persons in attendance:

Mr. W. A. Bourne, City of North Bend
Mr. Johnsen, Contractor
Mr. J. X. Wilson, OSHD, Asst Region 3 Engineer
Mr. K. H. Asha, OSHD, Project Engineer
Mr. F. Morrison, OSHD, Project Engineer

NOV 13 1972
REGIONAL OFFICE

The Project Engineer indicated the City of North Bend has accepted the project.

The final project cost including engineering will be within 1% of the contract bid amount plus engineering.

Price Agreement No. 3 provided for the installation and adjustment of the loop detectors on Broadway Street. The change was made to reflect the widening of Broadway Street.

Price Agreement No. 4 provided for the adjustment of the inlet grates to safely allow bicycle traffic to cross the inlets.

The project appears to have been constructed in reasonable conformance with the plans and specifications and it is recommended the project be accepted.

RECEIVED
NOV 14 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

11-14-72

RECEIVED STATE HWY ENGR
NOV 14 72
REFER TO
FOR
Info
Inves
R/D
D/R
Cmn
Act
File

FORM PR-33B
(REV. 5-70)
PREVIOUS EDITIONS WILL BE USED

RECEIVED
NOV 10 1972
FOR FILING

RECEIVED
STATE HWY ENGR
NOV 9 '72
REFER TO
FOR
Info | Inves | R/D | D/R | Sign | Act | File

OREGON STATE HIGHWAY DIVISION

7753

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO G. L. Green, Acting Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration

DATE October 9, 1972

Federal-aid Project
No. T-5022(1)

FROM L. H. Young
Programing Engineer

NOTED
A. E. JOHNSON
by Coralie 11-9-72

SUBJECT: Request Contract Acceptance

Contract 7753, Work Completed October 3, 1972

Project Newark St. - South City Limits (North Bend)

Highway City Street (Broadway St.)

County Coos

We request that your office return a signed copy of this letter indicating acceptance or list conditions which would prevent your final acceptance of the contract work.

Acceptance Date October 26, 1972

Conditions not acceptable:

NONE

G. K. Hoosner
for G. L. Green
Acting Division Engineer

VG:pr

cc: Tom Edwards
L. H. Young

7753

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

NAME OF JOB: Newmark St. - So. City Limits	SECTION: Newmark St. - So. City Limits (North Bend)	WEEK ENDING: Oct. 7, 1972
CONTRACTOR: Johnson Rock Products, Inc.	HIGHWAY: City St. (Broadway St.)	SECTION PREFIX: 6-0602-900
DATE OF CONTRACT: June 6, 1972	KIND OF WORK: Grading & Paving	COUNTY: Coos
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 1 SUPERVISION: 1	CONTRACT NUMBER: 7753	FEDERAL AID PROJECT NUMBER: T-5022 (1)
PROJECT AUTHORIZATION: $80,475.64	DATE WORK STARTED: June 23, 1972	ESTIMATED COMPLETION DATE: Oct. 3, 1972
EXCLUSIVE OF ENGINEERING: $73,447.20	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: 100	WORK DAYS USED / CALENDAR DAYS USED: 95
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $71,735.56	SPECIFIED COMPLETION DATE: Oct. 8, 1972	PERCENT OF TIME ELAPSED: 95
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 2.3 %	ENGINEERING AUTHORIZATION: $7,028.44	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
	ENGINEERING COST TO DATE: $8,434.79	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
	PERCENT OF AUTHORIZATION 120 %	DATE PROJECT WAS COMPLETED: October 3, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100	100	100	100	100			

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	0.27	0.27			0.27
MILES PARTIALLY COMPLETED	0.27	0.27			0.27
MILES COMPLETED	0.27	0.27			0.27
TOTAL ESTIMATED QUANTITIES (CONTRACT)	2,300	900			2,000
TOTAL QUANTITIES CORRECTED TO DATE	2,007	746			1,984
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	2,007	746			1,984
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK: None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Clear	1		
MONDAY	Fog - Clear	1		
TUESDAY	Fog - Clear	1		
WEDNESDAY	Fog - Clear	0		Project Completed 10-3-72
THURSDAY	Fog - Clear	0		
FRIDAY	Fog - Clear	0		
SATURDAY	Clear	0		

Bowling
Kelsey
Pease
Walker
Glenn
Litchfield
Johnson
Berg

RECEIVED
OCT 9 1972
CONSTRUCTION

BEN GAFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY 1	
MONDAY 2	Subcontractor placing epoxy resin in pavement groove over #14 wire installed for loop detectors. Electrician completing the installation of the loop-type vehicle detector circuts. Megger test of each circuit indicate satisfactory operation of both detector circuits.
TUESDAY 3	Subcontractor had one laborer applying expoxy rexin in the grooves cut into the pavement for the loop detectors. This completed this project.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

With the installation of the loop detectors, this project was completed Oct. 3, 1972.

Semi-final estimate was submitted to the Region Office Oct. 4, 1972.

Last Weekly Report

SIGNED H. D. Morrison LOCATION Coquille

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP*F216

7153

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
~~7-2~~ 7-3		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
5	*(PPM 21-7)*	Coos
	7-2-72	PROJECT NO.
		~~S-5022(1)~~

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

City Street (North Bend) Broadway St. from Newmark St.-S. City Limits

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING — P.S. & E. Prep.	3-6-72	
RIGHTS-OF-WAY — ~~Field Work~~	~~9-9-71~~	~~0.26~~
CONSTRUCTION		
OTHER *(Specify)*	~~5-3-72~~	~~0.26~~

FUNDS

Pro Rata 63.56%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 80,612	$ 51,226

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Roberts

~~Assistant State Highway Engineer~~
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
Acting (Division Engineer)

G. L. Green

Date executed by Division Engineer JUL 3 1972 July 3, 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

origin. The contractor will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, color, religion, sex, or national origin. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the State highway department setting forth the provisions of this nondiscrimination clause.

(b) The contractor will, in all solicitations or advertisements for employees placed by or on behalf of the contractor, state that all qualified applicants will receive consideration for employment without regard to race, color, religion, sex or national origin.

(c) The contractor will send to each labor union or representative of workers with which he has a collective bargaining agreement or other contract or understanding, a notice to be provided by the State highway department advising the said labor union or workers' representative of the contractor's commitments under this section II-2 and shall post copies of the notice in conspicuous places available to employees and applicants for employment.

(d) The contractor will comply with all provisions of Executive Order 11246 of September 24, 1965, and of the rules, regulations and relevant orders of the Secretary of Labor.

(e) The contractor will furnish all information and reports required by Executive Order 11246 of September 24, 1965, and by the rules, regulations and orders of the Secretary of Labor, or pursuant thereto, and will permit access to his books, records and accounts by the Federal Highway Administration and the Secretary of Labor for purposes of investigation to ascertain compliance with such rules, regulations and orders.

(f) In the event of the contractor's noncompliance with the nondiscrimination clauses of this contract or with any of such rules, regulations or orders, this contract may be canceled, terminated or suspended in whole or in part and the contractor may be declared ineligible for further Government contracts or Federally assisted construction contracts in accordance with procedures authorized in Executive Order 11246 of September 24, 1965, and such other sanctions may be imposed and remedies invoked as provided in Executive Order 11246 of September 24, 1965, or by rule, regulation or order of the Secretary of Labor, or as otherwise provided by law.

(g) The contractor will include the provisions of this Section II-2 in every subcontract or purchase order unless exempted by rules, regulations or orders of the Secretary of Labor issued pursuant to Section 204 of Executive Order 11246 of September 24, 1965, so that such provisions will be binding upon each subcontractor or vendor. The contractor will take such action with respect to any subcontract or purchase order as the State Highway Department or the Federal Highway Administration may direct as a means of enforcing such provisions including sanctions for noncompliance: *Provided, however,* that in the event a contractor becomes involved in, or is threatened with litigation with a subcontractor or vendor as a result of such direction by the Bureau, the contractor may request the United States to enter into such litigation to protect the interests of the United States."

The State highway department further agrees that it will be bound by the above equal opportunity clause with respect to its own employment practices when it participates in federally assisted construction work: Provided, that if the applicant so participating is a State or local government, the above equal opportunity clause is not applicable to any agency, instrumentality or subdivision of such government which does not participate in work on or under the contract.

The State highway department also agrees:

(1) To assist and cooperate actively with the Federal Highway Administration and the Secretary of Labor in obtaining the compliance of contractors and subcontractors with the equal opportunity clause and the rules, regulations, and relevant orders of the Secretary of Labor.

(2) To furnish the Federal Highway Administration and the Secretary of Labor such information as they may require for the supervision of such compliance, and that it will otherwise assist the Federal Highway Administration in the discharge of its primary responsibility for securing compliance.

(3) To refrain from entering into any contract or contract modification subject to Executive Order 11246 of September 24, 1965, with a contractor debarred from, or who has not demonstrated eligibility for, Government contracts and federally assisted construction contracts pursuant to the Executive order.

(4) To carry out such sanctions and penalties for violation of the equal opportunity clause as may be imposed upon contractors and subcontractors by the Federal Highway Administration or the Secretary of Labor pursuant to Part II, Subpart D of the Executive order.

In addition, the State highway department agrees that if it fails or refuses to comply with these undertakings, the Federal Highway Administration may take any or all of the following actions:

(a) Cancel, terminate, or suspend this agreement in whole or in part;

(b) Refrain from extending any further assistance to the State highway department under the program with respect to which the failure or refusal occurred until satisfactory assurance of future compliance has been received from the State highway department; and

(c) Refer the case to the Department of Justice for appropriate legal proceedings.

ADDITIONAL PROVISIONS

Parking regulations and traffic control provisions are contained in State-City agreement approved by the Highway Commission on June 22, 1971.

GPO 906-714

Oregon State Highway Division

Federal-Aid Project
No. T-5022(1)

NEWMARK STREET-S. CITY LIMITS (NORTH BEND) SECTION

CITY STREET (BROADWAY ST.), COOS COUNTY

Salem, Oregon, June 26, 1972

Project Agreement Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 3,300.00

Type Code 6201
Roadway (Sta. 29+30.23 to Sta. 43+29.95)

Temporary Protection and Direction of Traffic	All Required		$ 2,000.00
Clearing and Grubbing	All Required		4,288.00
Removal of Structures and Obstructions	All Required		1,000.00
Ditch Excavation	270 cu.yd.	2.16	583.20
Embankment in Place	2,300 cu.yd.	3.46	7,958.00
Trench Excavation	100 cu.yd.	6.46	646.00
Finishing Roadbed and Slopes	All Required		2,160.00
Watering	20 M-gal.	6.48	129.60
Coarse Aggregate Base	900 ton	6.50	5,850.00
Class B Asphalt Concrete Mixture	2,000 ton	10.50	21,000.00
Asphalt Cement in Mixture	130 ton	45.00	5,850.00
18-inch Culvert Pipe	26 lin.ft.	12.96	336.96
24-inch Culvert Pipe	90 lin.ft.	14.04	1,263.60
8-inch Sewer Pipe	280 lin.ft.	7.56	2,116.80
12-inch Sewer Pipe	66 lin.ft.	9.72	641.52
Extra for Pipe Under Pavement	88 lin.ft.	3.24	285.12
Concrete Inlets, Type "G-1"	12 only	200.00	2,400.00
Concrete Curbs	170 cu.yd.	50.00	8,500.00
Extra for Asphalt Approaches	4 only	40.00	160.00
Loose Riprap, Class 100	90 cu.yd.	24.84	2,235.60
Adjusting Manholes	1 only	270.00	270.00
Roadside Seeding and Mulching	0.5 acre	820.00	410.00
			$70,084.40

Flagging (60% of Contractor's Cost)	All Required	$ 150.00
Temporary Erosion Control	All Required	50.00
		$ 200.00

Subtotal	$70,284.40
10% Engr. & Cont.	7,027.60
Total	$77,312.00

Length of Project - - - - - 0.265 Mile
Cost of Roadway Per Mile- - $291,743.40

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	City Funds
Preliminary Engineering	$ 3,300.00	$ 2,096.00	$ 602.00	$ 602.00
Roadway	77,312.00	49,130.00	14,091.00	14,091.00
Totals	$80,612.00	$51,226.00	$14,693.00	$14,693.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No. 7753

Prefix 6-0602

Subject: City of North Bend Topics Projects
Newmark St. - S. City Limits (N. Bend) Sec.
Y-5022(1) Construction & R.C.

The City of North Bend, as of 7-3-72 has a balance of approximately $10,993 in federal aid topics funds for use in financing the subject topics project. The total federal funds required for this project is $51,226 - which is $10,233 - more than the funds available for the city's use. The city desires to use the full pro-rata of federal funds with the hope that additional federal funds will be available for their use prior to completion of the construction project. To submit a project agreement on this project based on only the remaining federal funds available at this time would constitute a token financed on set amount of federal funds for the project which could not be exceeded even if more funds become available. Therefore the project agreement has been submitted for the full pro-rata in federal funds however the agreement amount to be used for the accounting billing records will be $40,993 - which is the approximate balance of funds available to the city, to avoid over collecting. If additional federal funds become available to the city the full amount of the project agreement will be used in the billing records otherwise the project will be finaled on the basis of whatever funds are available to the city at that time.

Cliff Laws.

JUL 3 - 1972

FOR FILING

7753

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 3, 1972

TO G. L. Green, Acting Division Engineer
~~R. E. Simmons, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project No. T-5028(1)

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT Notification: Contract Work Started

Contract 7753 Work Started June 23, 1972

Project Newark St. -South City Limits (North Bend)

Highway City Street (Broadway St.)

County Coos

VG:kds

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE June 22, 1972

TO Glen L. Green, Acting
~~XXXXXXXXXX~~
R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
by L. W. Young
L. M. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of June 1, 1972, is requested in the award of contract for the Newmark St. -S. City Limits (N. Bend) Section, Project No. T-5022(1).

The contractor receiving the award is Johnson Rock Products, Inc. in the amount of $70,084.40, with Contract No. 7753 assigned. This bid was received on May 25, 1972 and awarded on June 6, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date JUN 25 1972

I concur in the award.

Glen L. Green
Acting Division Engineer

RECEIVED
JUN 26 1972
PROGRAMING SECTION

RECEIVED
JUN 23 1972
OREGON DIVISION

NOTED
R. N. CHASE

RECEIVED
JUN 6 - 1972
FOR FILING

7753

June 6, 1972

Johnson Rock Products, Inc.
P. O. Box 548
North Bend, Oregon 97459

Gentlemen:

The State Highway Commission on May 31, 1972, accepted your proposal on the Newmark Street-South City Limits (North Bend) Section on Broadway Street in North Bend in Coos County for the sum of $70,084.40 and referred it to the Administrator of Highways with authority to award the contract as soon as the Federal Highway Administration and the City of North Bend approve the project and the City deposits $29,000.

Those conditions were satisfied and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7753.

Contract forms are being prepared and will be sent to you for execution.

Very truly yours,

Floyd Quary, Secretary
OREGON STATE HIGHWAY COMMISSION

kl

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.
C. T. Keasey
Walt Hart
J. H. Versteeg
Eugene Ash
Don Trout
William Geibel (SAIF)

DEC 1971
MAINT. ENGR. CONST. TRAFFIC DIST.
TYPE FILE TYPE

June 6, 1972

Mr. John F. Isadore
City Administrator
City Hall
North Bend, Oregon 97459

Re: TOPICS Project T-5022(1)
Newmark Street-South City Limits
Section
Broadway Street

Dear Mr. Isadore:

This will acknowledge receipt of the City of North Bend's Warrant No. 650 in the amount of $29,000, which is the correct amount required as an advance deposit for the subject project.

The contract for the project will be awarded today.

Very truly yours,

George H. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

RB:ljt

bc: R. L. Schroeder
L. H. Young
J. H. Versteeg
V. E. Skoog

Warrant No. 650 for $29,000

Rec'd. 6/6/72 by _____

RECEIVED
MAY 26 1972
FOR FILING

bc: R. L. Schroeder
L. H. Young
J. H. Versteeg

OREGON STATE HIGHWAY DIVISION

7753

HIGHWAY BUILDING • SALEM, OREGON • 97310 May 25, 1972

Mr. John F. Isadore
City Administrator
City Hall
North Bend, Oregon 97459

Re: TOPICS Project T-5022(1)
Newmark Street-South City Limits Sect.
Broadway Street

Dear Mr. Isadore:

The Highway Commission opened bids today on the subject project. The only bid on the project was submitted by Johnson Rock Products, Inc. of North Bend.

The anticipated cost based on the bid is as follows:

Contractor's bid		$70,084.40
Anticipated additional items:		
Flagging		150.00
Temporary erosion control		50.00
		70,284.40
Engineering & Contingencies (14½%)		10,191.24
		80,475.64
Estimated Preliminary Engineering to date		3,343.36
		83,829.00
Total available TOPICS funds		68,329.00
	OVERRUN	$15,500.00

City Advance Deposit:

20% of TOPICS Funds		$13,666.00
100% of overrun		15,500.00
	TOTAL	$29,166.00
	(May be rounded to	$29,000)

The contract for this project will be awarded upon receipt of the City's estimated share of the cost. Please make your check (in the amount of $29,000) payable to the Oregon State Highway Commission and FORWARD IT TO Mr. H. S. Cox, County and City Engineer, State Highway Division, Salem 97310.

Very truly yours,

George M. Baldwin
Administrator of Highways

By RICHARD BLADORN

for H. S. Cox
County and City Engineer

NOTED
R. L. SCHROEDER

RECEIVED
MAY 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RB:ljt

NEWMARK ST.-SOUTH CITY LIMITS (NORTH BEND)

BROADWAY STREET

COOS COUNTY

FAP T-5022(1)
0.27 Mile Grading and Paving

Bids Received May 25, 1972

1.	Temporary Protection and Direction of Traffic	All	Specified		$ 1,200.00
2.	Clearing and Grubbing	All	Specified		2,500.00
3.	Removal of Structures and Obstructions	All	Specified		1,250.00
4.	Ditch Excavation	270	cu.yds.	5.00	1,350.00
5.	Embankment in Place	2,300	cu.yds.	3.00	6,900.00
6.	Trench Excavation	100	cu.yds.	6.00	600.00
7.	Finishing Roadbed and Slopes	All	Specified		650.00
8.	Watering	20	M-gals.	10.00	200.00
9.	Coarse Aggregate Base	900	tons	5.50	4,950.00
10.	Class "B" Asphalt Concrete Mixture	2,000	tons	11.00	22,000.00
11.	Asphalt Cement in Mixture	130	tons	45.00	5,850.00
12.	18-inch Culvert Pipe	26	lin.ft.	8.50	221.00
13.	24-inch Culvert Pipe	90	lin.ft.	12.00	1,080.00
14.	8-inch Sewer Pipe	280	lin.ft.	4.75	1,330.00
15.	12-inch Sewer Pipe	66	lin.ft.	6.75	445.50
16.	Extra for Pipe Under Pavement	88	lin.ft.	10.00	880.00
17.	Concrete Inlets, Type G-1	12	only	200.00	2,400.00
18.	Concrete Curbs	170	cu.yds.	65.00	11,050.00
19.	Extra for Asphalt Approaches	4	only	50.00	200.00
20.	Loose Riprap, Class 100	90	cu.yds.	13.50	1,215.00
21.	Adjusting Manholes	1	only	175.00	175.00
22.	Roadside Seeding and Mulching	0.5	acre	1,000.00	500.00
			For Comparison of Bids		$ 66,946.50

(5-25-72 2:45
Phoned info to Bourne)

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount		$66,946.50	70 084.40
Anticipated Additional Items:			
Flagging (State Share)	150.00		
Temporary Erosion Control	50.00		200
		200.00	70,284.40
		$67,146.50	10,191.24
Engr. & Cont. (14 1/2%)		9,736.24	
Estimated Net Authorization, Constr.		$76,882.74	80,475.64
ESTIMATED PE TO DATE			3353.36
			83,829.00
			68 329
			→ 15,500

TOPICS Fund
76000
Study-7671
68 329

Adv. Dep. = (.20)(68 329) = 13666 + 15,500 = 29,166
Round to 29,000

SAFECO INSURANCE COMPANIES
GENERAL INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105

BID RESULTS

PROJECT NO. #5 — Newmark St.-South City Limits (N. Bend) Broadstreet in North Bend, COOS COUNTY

OWNER: Oregon State Highway Department

DATE: May 25, 1972 PAGE: 1 of 2

1. Johnson Rock Prod. Inc. NB
2. _____
3. Johnson Rock Products, Inc
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____
11. _____
12. _____
13. _____
14. _____

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	Temp. Prot. & Direction of Traffic 1200	1	2000	2000	
	L.S.	Clearing & Grubbing [illegible]	2	4288	4288	
	L.S.	Removal of Structures & Obstructions [illegible]	3	1000	1000	
270	C.Y.	Ditch Exc. 5	4	2 16	583 20	
2,300	C.Y.	Embankment in Place 3	5	3 46	7958	
100	C.Y.	Trench Excavation 6	6	6 46	646	
	L.S.	Finishing Roadbed & Slopes [illegible]	7	2160	2160	
20	M-Gals.	Watering [illegible]	8	6 45	129 60	
900	Tons	Coarse Aggregate Base [illegible]	9	6 50	5850	
2,000	Tons	Cl. "B" Asph. Conc. Mixture 11	10	10 50	21,000	
130	Tons	Asphalt Cement in Mixture 45	11	45	5850	
26	L.F.	18-inch Culvert Pipe [illegible]	12	12 96	336 96	
90	L.F.	24-inch Culvert Pipe 12	13	14 04	1263 60	
280	L.F.	8-inch Sewer Pipe 4 [illegible]	14	7 52	2116 80	
66	L.F.	12-inch Sewer Pipe [illegible]	15	9 72	641 52	
88	L.F.	Extra for Pipe Under Pavement [illegible]	16	3 24	285 12	
12	Only	Concrete Inlets, Type G-1 [illegible]	17	200	2400	
170	C.Y.	Concrete Curbs [illegible]	18	50	8500	
4	Only	Extra for Asphalt Approaches [illegible]	19	40	160	

S-403 R11 6/71

TOPICS

® SAFECO Insurance Companies of America and General Insurance Company of America
PRINTED IN U.S.A.

SAFECO INSURANCE COMPANIES
GENERAL INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105

BID RESULTS

PROJECT NO. #5 — Newmark St.-South City Limits (N. Bend) Broadstreet in North Bend, COOS COUNTY

OWNER: Oregon State Highway Department

DATE: May 25, 1972 PAGE: 2 of 2

1. _____
2. _____
3. _____
4. _____
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9. _____
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11. _____
12. _____
13. _____
14. _____

QUANTITY	DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
90 C.Y.	Loose Riprap, Class 100	20	24.84	2235.60	
1 Only	Adjusting Manholes	21	270	270	
0.5 Acre	Roadside Seeding & Mulching	22	820	410	
			70,084.40	70,084.40	

+4.7 %

Est. 66,946.50

S-403 R11 6/71

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PRINTED IN U.S.A.

Oregon State Highway Division

Federal-Aid Project
No. T-5022(1)

NEWMARK STREET-S. CITY LIMITS (NORTH BEND) SECTION

CITY STREET (BROADWAY ST.), COOS COUNTY

Salem, Oregon, May 23, 1972

P.S. & E. Estimate.

Revised*

Type Code P.E.			
Preliminary Engineering	All Required		$ 2,000.00
Type Code 6201			
Roadway (Sta. 29+30.23 to Sta. 43+29.95)			
Temporary Protection and Direction of Traffic	All Required		$ 1,200.00
Clearing and Grubbing	All Required		2,500.00
Removal of Structures and Obstructions	All Required		1,250.00
Ditch Excavation	270 cu.yd.	5.00	1,350.00
Embankment in Place	2,300 cu.yd.	3.00	6,900.00
Trench Excavation	100 cu.yd.	6.00	600.00
Finishing Roadbed and Slopes	All Required		650.00
Watering	20 M-gal.	10.00	200.00
Coarse Aggregate Base	900 ton	5.50	4,950.00
*Class B Asphalt Concrete Mixture	2,000 ton	11.00	22,000.00
Asphalt Cement in Mixture	130 ton	45.00	5,850.00
18-inch Culvert Pipe	26 lin.ft.	8.50	221.00
24-inch Culvert Pipe	90 lin.ft.	12.00	1,080.00
8-inch Sewer Pipe	280 lin.ft.	4.75	1,330.00
12-inch Sewer Pipe	66 lin.ft.	6.75	445.50
Extra for Pipe Under Pavement	88 lin.ft.	10.00	880.00
Concrete Inlets, Type "G-1"	12 only	200.00	2,400.00
Concrete Curbs	170 cu.yd.	65.00	11,050.00
Extra for Asphalt Approaches	4 only	50.00	200.00
*Loose Riprap, Class 100	90 cu.yd.	13.50	1,215.00
Adjusting Manholes	1 only	175.00	175.00
Roadside Seeding and Mulching	0.5 acre	1,000.00	500.00
			$66,946.50
Flagging (60% of Contractor's Cost)	All Required		$ 150.00
Temporary Erosion Control	All Required		50.00
			$ 200.00
	Subtotal		$67,146.50
	10% Engr. & Cont.		6,714.50
	Total		$73,861.00

Length of Project - - - - - - 0.265 Mile
Cost of Roadway Per Mile- - $278,720.75

*SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	City Funds
Preliminary Engineering	$ 2,000.00	$ 1,200.00	$ 400.00	$ 400.00
Roadway	73,861.00	46,937.00	13,462.00	13,462.00
Totals	$75,861.00	$48,137.00	$13,862.00	$13,862.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No.

Prefix 6-0602

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

5-12-72

FEDERAL AID PROJECT NO.
1-022(1)

STATE PROJECT NO.
NEWMARK ST.-SOUTH CITY LIMITS (NORTH BEND)

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
T-55

COUNTY NAME
Coos

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
MAY 3, 1972	MAY 3, 1972	PRIMARY TYPE 11 / CITY STREETS

GENERAL LOCATION:
CITY OF NORTH BEND

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $150.00 AND TEMPORARY EROSION CONTROL IN AMOUNT OF $50.00 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY
PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[ ] ACQUISITION OF RIGHT-OF-WAY
CONSTRUCTION - ADVERTISE FOR RECEIPT
[X] OF BIDS

[X] OTHER (Specify)
CONTRACTOR'S FLAGGING $150.00
TEMPORARY EROSION CONTROL $50.00

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. YOUNG'S MAY 2, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

5-17-72
REFERRED TO
Young
BY

RECEIVED
MAY 17 1972
PROGRAMING SECTION

NOTED
TOM EDWARDS
Chas

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-12-72	For R. E. Simpson	For DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Vina 5-18-72

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
May 9, 1972

SUBJECT: Supplemental Utility Status Report
for May 25, 1972 Letting

To: Mr. L. H. Young
Programming Engineer
B U I L D I N G

Reference is made to our report of April 18, 1972, which gave the status of negotiations with Coos Bay-North Bend Water Board and Pacific Power and Light Company on the NEWMARK STREET-SOUTH CITY LIMITS (NORTH BEND) SECTION, Project No. T-5022(1).

General Telephone Company has aerial facilities under-built on Pacific Power and Light Company's poles. General Telephone has been contacted by our Region Utility Engineer, Mr. J. E. Holcomb, and are aware they have facilities in conflict. General Telephone will relocate their facilities at the same time as Pacific Power and Light Company and locate on PP&L's relocated poles. No delay to the State's contractor is anticipated.

Bay TV has facilities under-built on Pacific Power and Light Company's poles. Bay TV was also contacted by Mr. Holcomb and are aware of their conflicting facilities. They plan to relocate to PP&L's relocated poles. No delay to the State's contractor is anticipated.

I certify to the best of my knowledge the above statements are correct in regard to utility negotiations for the project listed above.

C. T. Keasey
Construction Engineer

By T. W. Litchfield

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl
cc: A. E. Johnson
F. L. Hall
V. E. Skoog
D. H. Moehring
C. G. Swenson
R. N. Chase (5)

NOTED
R. D. ASBURRY

RECEIVED
MAY 10 1972
PROGRAMING SECTION

SP*52478-734

RECEIVED
APR 27 1972
FOR FILING

UTILITY UNIT

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 Phone 378-6511

City of North Bend
North Bend,
Oregon 97459

April 26, 1972

7753

ATTENTION: Mr. William A. Bourne
City Engineer

Re: Water Line Adjustment
Coos Bay-North Bend Water Board
Newmark Street-South City Limits
(North Bend) Section
Broadway Street
Coos County

Gentlemen:

Reference is made to your letter of April 20, 1972, which submitted the Coos Bay-North Bend Water Board's proposed plan for adjustment of their 18-inch water line that conflicts with the construction of the proposed project.

The State finds no objection to the relocation as proposed by the Water Board's plan. It is our understanding that the bridge widening has already been completed, which may necessitate a slight change in the plan as proposed.

The water main is located on city street right of way, therefore, final approval of the Water Board's plan rests with the city.

If further information or assistance is required, please contact Mr. John E. Holcomb, Region Utility Engineer, P.O. Box 1128, Roseburg, Oregon 97470, or this office.

Very truly yours,

George M. Baldwin
Administrator of Highways

By Jarlin Carlson jt

T. W. Litchfield
Railroad and Utility Engineer

JMC:dl

cc: A. E. Johnson
H. S. Cox
J. H. Versteeg
J. E. Holcomb

NOTED
A. E. JOHNSON

RECEIVED
APR 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
April 20, 1972

To: Mr. L. H. Young
Programing Engineer

B U I L D I N G

SUBJECT: Right of Way Status
TOPICS
Bid Opening May 25, 1972

I certify that to the best of my knowledge the following statement is correct with regard to the right of way for the above project scheduled for contracting on the above date.

On the following project, all rights of way and rights of entry are acquired:

Newmark St.-South City Limits (North Bend) Section

Our previously submitted assurances of an adequate relocation assistance program and real property acquisition policy assurances have been fully implemented. All persons and occupants of the right of way within this project, who have been displaced subsequent to August 23, 1968, have either: relocated to decent, safe, and sanitary housing; obtained the right of possession of adequate replacement housing; been offered by the State decent, safe and sanitary housing available for immediate occupancy.

This certification does not include right of way, rights of access, or rights of entry that are being purchased from utilities or railroads as part of agreements being handled by the Utilities Section. These will be certified separately by the Utilities Engineer.

John R. Oakes
Assistant R/W Engineer

NOTED
R. D. ASBURRY

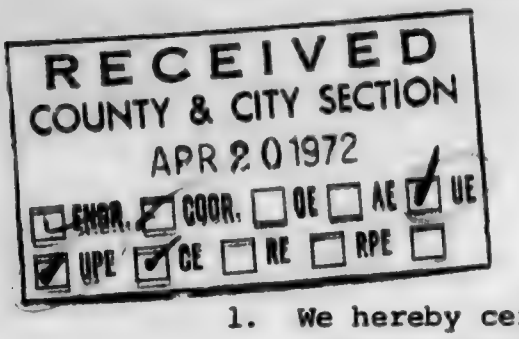
JRO:ha
cc F. B. Klaboe
V. E. Skoog
T. W. Litchfield
W. H. Haskin
Duane Ridings
Frank Lowe
M. R. Mitchell

RECEIVED
APR 20 1972
PROGRAMING SECTION

NOTED
R. N. CHASE

OREGON STATE HIGHWAY COMMISSION
State Highway Building
Salem, Oregon 97310

Attn: County and City Section



SUBJECT: Federal Aid Project No. T-5022(1)

Project Name Newmark Street-S.C.L. Sect.

Broadway Street

1. We hereby certify that, to the best of our knowledge and belief, all rights-of-way or rights-of-entry for the above referred to Federal Aid project have been secured.

2. We hereby certify that:

   [X] Additional right-of-way will not be required for this project.

   [X] There has been no displacement of persons from residences, farms, or businesses; or

   [X] All incidental charges related to the transfer of property have been paid by City in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

   [X] In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, displaced persons, businesses, or farm operations have been provided relocation payments, if eligible, and relocation assistance. Displaced individuals and families have been relocated to, or offered, decent, safe, and sanitary housing.

3. We hereby certify that the occupancy and/or adjustment of existing utilities within the right-of-way of the above referred to Federal Aid project have been authorized by permit, franchise, or other approved procedure.

Signed at North BEnd, Oregon,

this 18th day of April, 1972.

City of North Bend

Mayor

Recorder

4-20-72
CC: J. R. OAKES
C. G. SWENSON
R. N. CHASE
T. W. LITCHFIELD
J. H. VERSTEEG

MEMO TO FILES
March 22, 1972

RE: Footpaths & Bike Trails
TOPICS Project T-5022(1)
Newmark Street-South City Limits
Broadway Street
City of North Bend

Footpaths and bike trails will not be established as part of this project as per ORS Chapter 366, Section 2, Subsection 2(b), which states that "Footpaths and bike trails are not required to be established....if the cost of establishing such paths and trails would be excessively disproportionate to the need..."

The establishment of footpaths or bike trails would require the purchase of additional right-of-way.

Richard H. Bladorn
Urban Program Engineer
County and City Section

RHB:mm

cc: R. L. Schroeder
F. L. Hall
W. J. Hart
W. H. Tebeau
Victor Wolfe
L. H. Young
F. E. Terpin
C. G. Swenson

RECEIVED
COUNTY & CITY SECTION
MAR 23 1972
ENGR. COOR. AE UE
UPE CE RE RPE

RECEIVED
FOR FILING
STATE OF OREGON
1859
7753

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

March 21, 1972

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

State Highway Engineer
State Highway Department
Highway Building
Salem, Oregon 97310

NOTED
E. B. KLABOE

Attention: Mr. Frank L. Hall
Design Engineer

Dear Sir:

This is in reply to your letter of February 24, 1972, regarding the preliminary plans for the following projects:

1. S. E. Foster Road - S. E. Causey Avenue Section
   East Portland Freeway, Multnomah and Clackamas Counties
2. Newmark Street - S. City Limits (North Bend)
   City Street, Coos County
3. Columbia River (Astoria) Bridge
   Oregon Coast Highway, Clatsop County
4. Youngs Bay Bridge
   Oregon Coast Highway, Clatsop County

NOTED
E. S. HUNTER

We have received a copy of the letter to your office dated February 29, 1972, from Burt Carnegie of the Fish Commission of Oregon. We concur in their comments, and especially in their remarks regarding the Johnson Creek channel change, contained in the letter on this phase submitted to Mr. Victor Wolfe on February 2, 1972.

Thank you for the opportunity to comment.

3-22-72
REFERRED TO
Sylvander Hall-Young
BY SUPPLY STATE HIGHWAY ENGINEER

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

RECEIVED
MAR 22 1972
OFFICE OF
STATE HIGHWAY ENGINEER

ROK:js

NOTED
R. L. SCHROEDER

cc: Dir. FCO

Oregon State Highway Division

Federal-Aid Project
No. T-5022(1)

NEWMARK STREET-S. CITY LIMITS (NORTH BEND) SECTION

CITY STREET (BROADWAY ST.), COOS COUNTY

Salem, Oregon, March 21, 1972

P.S. & E. Estimate.

Type Code P.E.

Preliminary Engineering	All Required		$ 2,000.00

Type Code 6201
Roadway (Sta. 29+30.23 to Sta. 43+29.95)

Temporary Protection and Direction of Traffic	All Required		$ 1,200.00
Clearing and Grubbing	All Required		2,500.00
Removal of Structures and Obstructions	All Required		1,250.00
Ditch Excavation	270 cu.yd.	5.00	1,350.00
Embankment in Place	2,300 cu.yd.	3.00	6,900.00
Trench Excavation	100 cu.yd.	6.00	600.00
Finishing Roadbed and Slopes	All Required		650.00
Watering	20 M-gal.	10.00	200.00
Coarse Aggregate Base	900 ton	5.50	4,950.00
Class B Asphalt Concrete Mixture	2,000 ton	10.00	20,000.00
Asphalt Cement in Mixture	130 ton	45.00	5,850.00
18-inch Culvert Pipe	26 lin.ft.	8.50	221.00
24-inch Culvert Pipe	90 lin.ft.	12.00	1,080.00
8-inch Sewer Pipe	280 lin.ft.	4.75	1,330.00
12-inch Sewer Pipe	66 lin.ft.	6.75	445.50
Extra for Pipe Under Pavement	88 lin.ft.	10.00	880.00
Concrete Inlets, Type "G-1"	12 only	200.00	2,400.00
Concrete Curbs	170 cu.yd.	65.00	11,050.00
Extra for Asphalt Approaches	4 only	50.00	200.00
Loose Riprap, Class 100	90 cu.yd.	10.50	945.00
Adjusting Manholes	1 only	175.00	175.00
Roadside Seeding and Mulching	0.5 acre	1,000.00	500.00
			$64,676.50

Flagging (60% of Contractor's Cost)	All Required		$ 150.00
Temporary Erosion Control	All Required		50.00
			$ 200.00

Subtotal	$64,876.50
10% Engr. & Cont.	6,487.50
Total	$71,364.00

Length of Project - - - - - 0.265 Mile
Cost of Roadway Per Mile- - $269,298.11

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds	City Funds
Preliminary Engineering	$ 2,000.00	$ 1,200.00	$ 400.00	$ 400.00
Roadway	71,364.00	45,350.00	13,007.00	13,007.00
Totals	$73,364.00	$46,550.00	$13,407.00	$13,407.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Group 1 - 100%

Contract No.

Prefix

CITY OF NORTH BEND

NORTH BEND, OREGON 97459

March 9, 1972

Wallace L. & Gertrude E. Wickett
675 Golf Course Lane
North Bend, Oregon 97459

Dear Mr. and Mrs. Wickett:

The enclosed document requests that you permit the City to perform slope stabilization work on your property, in connection with the Widening of Broadway between Newmark and the South City Limits (District 4-71).

The easement asks that you allow the contractor to construct a finished slope that will not erode or ravel and that will be relatively easy to maintain. The land described remains your property, and the easement you grant will not affect existing improvements or improvements that you may wish to make within the area.

The City of North Bend employes a Notary Public, in the Recorder's Office. If it is convenient for you, may we suggest that you allow her to witness and notarize your signature to this agreement. If this is not convenient, the City will reimburse expenditures occurred.

Actual construction of this project will be accomplished for the City by the State Highway Division under the TOPICS program. Your expiditious action on this matter would be appreciated as it is necessary that we have this easement prior to March 23, 1972, in order to meet the State's scheduled bid opening date of April 27, 1972.

Very truly yours,

William A. Bourne, P.E.
City Engineer

WAB:lm
Enclosure

SLOPE AND DRAINAGE EASEMENT

Wallace L. and Gertrude E. Wickett grant, convey and dedicate to the CITY OF NORTH BEND, an incorporated city of the State of Oregon, an easement for slopes and/or drainage purposes over the following described property in Coos County, Oregon:

PARCEL 1 - Easement for slopes.

A parcel of land lying in the SW 1/4 NW 1/4 of Section 22, Township 25 South, Range 13 West, W.M., Coos County, Oregon; the said parcel being that portion of said SW 1/4 NW 1/4 lying Southerly of a line at right angles to the center line of relocated Broadway Street at Engineer's Station 32+10; Northerly of a line at right angles to said center line at Engineer's Station 33+60 and Westerly of a line parallel with and 40 feet Easterly of said center line which center line is described as follows:

Beginning at Engineer's center line Station 28+97.27, said station being 102.41 feet North and 12.65 feet East of the Northeast corner of the SE 1/4 NE 1/4 of Section 21, Township 25 South, Range 13 West, W.M.; thence South 1° 21' 30" West, 981.08 feet; thence South 1° 44' West, 471.65 feet to Engineer's center line Station 43+50.

Bearings are based upon the Oregon Co-ordinate System, South Zone.

The parcel of land to which this description applies contains 0.02 acre, more or less, outside of the existing right of way.

PARCEL 2- Easement for slopes and drainage.

A parcel of land lying in the SW 1/4 NW 1/4 of Section 22, Township 25 South, Range 13 West, W.M., Coos County, Oregon; the said parcel being that portion of said SW 1/4 NW 1/4 lying Southerly of a line at right angles to the center line of relocated Broadway Street at Engineer's Station 35+80; Northerly of a line at right angles to said center line at Engineer's Station 42+50 and included in a strip of land variable in width, lying on the Easterly side of the center line of relocated Broadway Street, which center line is described in Parcel 1.

The widths in feet of the strip of land above referred to are as follows:

Station	to Station	Width on Easterly Side of Center Line
35+80	37+85	35
37+85	38+80	40
38+80	42+50	35

The parcel of land to which this description applies contains 0.07 acre, more or less, outside of the existing right of way.

This easement shall not prevent the owner of said land from making such improvements upon such property which are lawful and consistent with good engineering and construction practice.

Dated this _____ day of _____, 19____

_____

_____

State of _____)
)ss.
County of _____).

On this _____ day of _____, 19____, personally appeared before me _____

and acknowledged the foregoing instrument to be their voluntary act and deed.

_____

Notary Public for _____

My Commission Expires: _____

CITY OF NORTH BEND

NORTH BEND, OREGON 97459

March 9, 1972

Albertson's Inc.
P. O. Box 20
Boise, Idaho

Gentlemen:

The enclosed document requests that you permit the City to perform slope stabilization work on your property, in connection with the Widening of Broadway between Newmark and the South City Limits (District 4-71).

The easement asks that you allow the contractor to construct a finished slope that will not erode or ravel and that will be relatively easy to maintain. The land described remains your property, and the easement you grant will not affect existing improvements or improvements that you may wish to make within the area.

The City of North Bend employes a Notary Public, in the Recorder's Office. If it is convenient for you, may we suggest that you allow her to witness and notarize your signature to this agreement. If this is not convenient, the City will reimburse expenditures occurred.

Actual construction of this project will be accomplished for the City by the State Highway Division under the TOPICS program. Your expiditious action on this matter would be appreciated as it is necessary that we have this easement prior to March 23, 1972, in order to meet the State's scheduled bid opening date of April 27, 1972.

Very truly yours,

William A. Bourne

William A. Bourne, P.E.
City Engineer

WAB:lm
Enclosure

SLOPE AND DRAINAGE EASEMENT

Albertson's Inc. grant, convey and dedicate to the CITY OF NORTH BEND, an incorporated city of the State of Oregon, an easement for slopes and drainage purposes over the following described property in Coos County, Oregon:

A parcel of land lying in the SE 1/4 NE 1/4 of Section 21, Township 25 South, Range 13 West, W.M., Coos County, Oregon; the said parcel being that portion of said SE 1/4 NE 1/4 lying Southerly of that property described in that deed to Humble Oil and Refining Company, recorded in the Book of Records of Coos County, Oregon as 66-6-10295 and included in a strip of land variable in width, lying on the Westerly side of the center line of Broadway Street as said street has been relocated, which center line is described as follows:

Beginning at Engineer's center line Station 28+97.27, said station being 102.41 feet North and 12.65 feet East of the Northeast corner of the SE 1/4 NE 1/4 of Section 21, Township 25 South, Range 13 West, W.M.; thence South 1° 21' 30" West, 981.08 feet; thence South 1° 44' West, 471.65 feet to Engineer's center line Station 43+50.

The widths in feet of the strip of land above referred to are as follows:

Station	to	Station	Width on Westerly Side of Center Line
30+50		32+00	40
32+00		33+50	40 taper to 55
33+50		35+50	55 taper to 35
35+50		36+00	35 taper to 45
36+00		38+80	45
38+80		43+50	40

Bearings are based upon the Oregon Co-ordinate System, South Zone.

The parcel of land to which this description applies contains 0.43 acre, more or less, outside of the existing right of way.

This easement shall not prevent the owner of said land from making such improvements upon such property which are lawful and consistent with good engineering and construction practice.

Dated this _____day of _____, 19_____

_____

_____

State of_____)
)SS.
County of _____)

On this _____day of _____, 19____, personally appeared before me_____ and acknowledged the foregoing instrument to be their voluntary act and deed.

_____
Notary Public for_____

My Commission Expires:_____

CITY OF NORTH BEND

NORTH BEND, OREGON 97459

March 9, 1972

Humble Oil & Refining Co.
P. O. Box 2180
Houston, Texas

Gentlenen:

The enclosed document requests that you permit the City to perform slope stabilization work on your property, in connection with the Widening of Broadway between Newmark and the South City Limits (District 4-71).

The easement asks that you allow the contractor to construct a finished slope that will not erode or ravel and that will be relatively easy to maintain. The land described remains your property, and the easement you grant will not affect existing improvements or improvements that you may wish to make within the area.

The City of North Bend employes a Notary Public, in the Recorder's Office. If it is convenient for you, may we suggest that you allow her to witness and notarize your signature to this agreement. If this is not convenient, the City will reimburse expenditures occurred.

Actual construction of this project will be accomplished for the City by the State Highway Division under the TOPICS program. Your expiditious action on this matter would be appreciated as it is necessary that we have this easement prior to March 23, 1972, in order to meet the State's scheduled bid opening date of April 27, 1972.

Very truly yours,

William A. Bourne

William A. Bourne, P.E.
City Engineer

WAB:lm
Enclosure

SLOPE AND DRAINAGE EASEMENT

Humble Oil & Refining Company grant, convey and dedicate to the CITY OF NORTH BEND, an incorporated city of the State of Oregon, an easement for slopes and drainage purposes, over the following described property in Coos County, Oregon:

A parcel of land lying in the SE 1/4 NE 1/4 of Section 21, Township 25 South, Range 13 West, W.M. Coos County, Oregon and bing a portion of that property described in that deed to Humble Oil and Refining Company, recorded in the Book of Records of Coos County, Oregon as 66-6-10295; the said parcel being that portion of said property lying Southerly of a line at right angles to the center line of relocated Broadway Street at Engineer's Station 30+50 and Easterly of a line parallel with and 40 feet Westerly of said center line, which center line is described as follows:

Beginning at Engineer's center line Station 28+97.27, said station being 102.41 feet North and 12.65 feet East of the Northeast corner of the SE 1/4 NE 1/4 of Section 21, Township 25 South, Range 13 West, W.M.; thence South 1° 21' 30" West 981.08 feet; thence South 1° 44' West 471.65 feet to Engineer's center line Station 43+50.

Bearings are based upon the Oregon Co-ordinate System, South Zone.

The parcel of land to which this description applies contains 0.01 acre, more or less.

This easement shall not prevent the owner of said land from making such improvements upon such property which are lawful and consistent with good engineering and construction practice.

Dated this _____day of _____, 19____

_____

_____

State of _____)
)SS.
County of_____)

On this _____day of _____, 19____, personally appeared before me_____ and acknowledged the foregoing instrument to be their voluntary act and deed.

_____

Notary Public for_____

My Commission Expires:_____

ENGR. COOR. OE AE UE
UPE CE RE RPE

bc: J. R. Oakes
L. H. Young
J. H. Versteeg

March 7, 1972

Mr. John F. Isadore
City Administrator
City Hall
North Bend, Oregon 97459

Re: TOPICS Project T-5022(1)
Newmark Street-S.C.L. Section

Dear Mr. Isadore:

The Federal Highway Administration has granted location/design approval for the subject project. You may now proceed to acquire the necessary right-of-way easements. Enclosed are descriptions of the parcels required.

When you have purchased the right-of-way, please complete the enclosed right-of-way and utilities certificate and forward one copy for our files.

Also enclosed are preliminary copies of the grading and paving plans for the project. Please give them your immediate attention so that any recommended changes you may suggest can be considered and the plans revised prior to the project being advertised for bids.

This project is scheduled for bid openings on April 27, 1972. In order to make this date, we will need the completed right-of-way and utilities certificate five weeks in advance; i.e., by March 23, 1972. If you cannot complete your purchases by that time, please inform us so that we may reschedule the project for May 25, 1972.

If you have any questions or need any assistance, please do not hesitate to call us.

Very truly yours,

George M. Baldwin
Administrator of Highways

By [signature]
for

H. S. Cox
County and City Engineer

RU:ljt
Encl.

U. S. DEPARTMENT OF TRANSPORTATION — FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

3-6-72

FEDERAL AID PROJECT NO.: T-5022(1)

STATE PROJECT NO.: NEWMARK STREET - SOUTH CITY LIMITS (NORTH BEND)

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: T-55

COUNTY NAME: Coos

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

3-10-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER / STATE ROUTE NUMBER
	MARCH 6, 1972	PRIMARY TYPE 2 / CITY STREETS

GENERAL LOCATION:

CITY OF NORTH BEND

GENERAL DESCRIPTION OF WORK:

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO PREPARE PS&E DOCUMENTS AS REQUESTED IN MR. HUNTER'S FEBRUARY 14, 1972 LETTER

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION

- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
MAR 8 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 10 1972
PROGRAMING SECTION

NOTED
TOM EDWARDS

NOTED
R. D. ASBURRY

NOTED
R. N. CHASE

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
3-6-72		DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Ltr 3-10-72

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P. O. Box 300
SALEM, OR 97310

TO : MR. GEORGE M. BALDWIN, ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE: MARCH 6, 1972

In reply refer to: 10-35/FA

FROM : R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

SUBJECT: OREGON PROJECT T-5022(1) (NORTH BEND)
NEWMARK STREET-SOUTH CITY LIMITS SECTION
LOCATION/DESIGN APPROVAL

LOCATION/DESIGN APPROVAL IN ACCORDANCE WITH THE REQUIREMENTS OF PARAGRAPH 10 OF PPM 20-8 IS HEREBY GRANTED FOR THE CONSTRUCTION OF THE SUBJECT TOPICS PROJECT AS REQUESTED IN MR. HUNTER'S FEBRUARY 14, 1972 LETTER.

3-10-72
REFERRED TO
DEPUTY STATE HIGHWAY E...

NOTED
TOM EDWARDS

NOTED
R. D. ASBURRY

RECEIVED
MAR 10 1972
PROGRAMING SECTION

RECEIVED
MAR 9 1972
OFFICE OF
STATE HIGHWAY ENGINEER

BEN GIFFORD

NOTED
P. N. CHASE

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

Dewmark St - South City Limits
North Bnd

RECEIVED
COUNTY & CITY SECTION
FEB 23 1972
ENGR. ☑ COORD. ☑ DE ☐ AE ☐ DE
☐ DPE ☐ CE ☑ DE ☐ DPE ☐

Tape 1b - 7

SECTION 107 - LEGAL RELATIONS AND RESPONSIBILITY TO PUBLIC

107.27 Temporary Protective and Directional Measures for Traffic - Temporary protective and directional measures for traffic shall be provided in conformance with subsection 107.27 of the Standard Specifications supplemented and/or modified as follows:

1. In cases where the necessity for flagmen is of an intermittent nature of four hours or less in duration, the contractor may use employees in crafts other than flagmen that are immediately available at the site of the work, in which cases the wage rates on which the State will participate will be the rate established for the particular craft of the employee used as a flagman.

Tape 1b - 8

2. Minimum requirements which must be met by the contractor in the handling of traffic through the various stages of the work include but are not necessarily limited to the following:

~~a. The contractor shall furnish, erect and maintain two construction identification signs at locations designated by the engineer or called for on the plans.~~

a. The contractor shall install at each end of the project, facing in-coming traffic, one each of the following signs; Contractors identification, W-700-48 with amber flasher and W-1100-48. The signs are to be spaced approximately 200 feet apart with the W-1100-48 signs nearest the project work area.

The contractor shall also install at each end of the project, facing out-going traffic, one D-439-24 sign.

b. All appropriate existing guide and traffic control signs shall remain in operation throughout the duration of the project or until the installation of new permanent signs.

c.d. Unless otherwise indicated on the plans, all temporary signs shall be Type "O" signs, composed of orange reflectorized sheeting background on sheet aluminum or plywood with nonreflectorized black legend.

Orange reflectorized sheeting shall conform to the requirements of subsection 761.13 supplemented and/or modified as follows:

Add the following to the minimum brightness value table:

	ORANGE		
Divergence Angle	0.2	0.5	1.5
Angle of Incidence -4	25	13.5	1.5
Angle of Incidence 40	1.0	0.8	0.1

Delete the requirements of subsection 761.13(b) and substitute the following:

Acceptability of the diffuse day color of the reflective sheeting will be determined by the engineer by visual comparison to standard color chips.

All signs shall be mounted at 7'0" ± 3" above the edge of pavement unless otherwise permitted by the engineer in writing. Signs mounted at pavement level as permitted by the engineer shall not be in place longer than 48 hours and shall be provided with orange-colored high level flags.

All signs shall be covered or removed when not in use. ~~The contractor's attention is called to the fact that he may be required to cover and uncover the oversize advance construction signs and turn off or on the amber flashers attached to the signs during the progress of work under this project.~~

d. Posts will not be required to be set in the ground. Portable supports shall be adequate to prevent blow-down.

e f. Amber flashers shall be of a type and size to be visible from 1300 ft. during daylight hours when in operation.

~~g. Barricades shall be installed parallel to the edge~~ of pavement or travel way unless indicated otherwise ~~on~~ the plans. The barricades indicated as "Lighted" shall be illuminated with 25 watt, non-flashing, amber lights on 25 ft. centers. The barricades indicated as "Reflectorized" shall have yellow reflectors, approximately 3" in diameter, bracket mounted to the top of the barricade posts on 12.5 ft. centers. The reflectors shall conform to subsection 711.03 of the Standard Specifications. Lengths of barricade shown on the plans are approximate and should be field verified.

Where portable barricades are used they shall be in units. Each unit shall be comprised of the following:

(1) Untreated Douglas fir timber conforming to the current grading rules of the West Coast Lumber Inspection Bureau Grading Rules or Western Wood Products Grading Rules as follows:

Size	Grading Rule Paragraph	
	WCLIB	WWPA
4"x4"	122-b	40.11
2"x6"	123-b	62.11
1"x8"	118-b	30.11

(2) Galvanized hardware fittings conforming to subsection 710.08.

(3) Angle iron and strap iron conforming to AASHO M 183 (ASTM A 36) and galvanized in conformance with AASHO M 111 (ASTM A 123).

(4) Silver reflectorized sheeting conforming to subsection 761.13 and orange reflectorized sheeting conforming to the same requirements as for Type "O" signs described above.

f.m. Reflectorized guide posts (Y-1) shall be installed on approximate 50 foot centers at all locations where there is a hazardous vertical drop-off at the edge of the travel way and/or where construction work affects a ready definition of the edges of the usable travel way. Reflectors shall meet the requirements set forth in Section 711.03 of the Standard Specifications.

g i. In the event the contractor elects to use traffic cones at any location for the direction of traffic, the cones shall be a minimum of 24 inches high and shall be fluorescent colored.

h j. At the end of paving on two-lane, two-way roads where a definite change of roadway elevation occurs, the contractor shall place one W-401-48 sign 400 ft. before the drop-off occurs. In sections where one lane of a two-lane, two-way road has a vertical drop between directions of travel, the contractor shall place one W-718-48 sign facing each direction of traffic at the beginning of such area, ~~and additional W-718-48 signs spaced at 1/2 mile (maximum) intervals throughout the affected area. Also R-352-48 signs shall be installed facing each direction of traffic at mid-intervals of the W-718-48 signs.~~

~~k. At the end of paving on multi-lane, one-way roads~~ where a definite change of roadway elevation occurs, the contractor shall place two W-401-48 signs (one on each side of road) 400 feet before drop-off occurs. In sections where one lane of a multi-lane, one-way road is being paved leaving a vertical drop-off to the adjacent lane or shoulder, one W-718-48 sign shall be installed on each side of the road at the beginning of such area and additional W-718-48 signs spaced at 1/2 mile (maximum) intervals throughout the affected area. Also R-352-48 signs shall be installed on the right-hand side of the road at mid-intervals of ~~the W-718-48 signs.~~

l. Signs shall not be placed on the travel way.

#1,200.00

S-1, 27686

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

January 10, 1972

Salem, Oregon

To: H. S. Cox
County-City
B U I L D I N G

SUBJECT: OPTIONS
Newmark Street-South City Limits
(North Bend) Section
Broadway Street
Coos County

Attached you will find three original option forms in quadruplet covering easements to be acquired in connection with the Newmark Street-South City Limits (North Bend) Section of the Broadway Street [redacted] in Coos County.

This is a TOPICS Project.

We are attaching four prints of map 1R-4-509 covering this area and bearing our date of January 10, 1972.

FILE NO.	NAME	AREA			
47019-A	Humble Oil & Refining Company	0.01	Acre		(E)
47019-B	Albertson's, Inc.	0.43	Acre		(E)
47019-C	Rex & Geraldine Sorensen	0.02	Acre	P-1	(E)
		0.07	"	P-2	(E)

John R. Oakes

JOHN R. OAKES
Assistant R/W Engineer

AC:gv
Enclosures: 3 options, etc.

cc: J. H. Versteeg - 1 print
L. W. Riley
Armand Riveness - Exhibit

RECEIVED
COUNTY & CITY SECTION
JAN 11 1972
☐ ENGR. ☑ COOR. ☐ CE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

BP*52470-734

February 22, 1972
(date)

Mr. John F. Isadore
City Administrator
City Hall
North Bend, Oregon 97459

In order to comply with requirements of the Bureau of Public Roads covering protection of public resources such as recreational areas, historical sites, wild life refuges, or any other facility in which the public has a specific interest, it is required that local public authorities should be consulted regarding the impact on these resources of a planned highway improvement.

Would you please fill out the form below regarding these resources and return it to the Oregon State Highway Division, County and City Section, State Highway Building, Salem, Oregon 97310. Retain the second copy for your records.

Highway Broadway Street TOPICS

Section Newmark Street-South City Limits: Grade & Pave

Do you know of any public organization or quasi-official organizations that might be opposed to this project on the grounds of interference with recreational, historical, or public resources? Yes ☐ No ☒

If answer is yes, please list organizations:

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COUNTY & CITY SECTION
FEB 24 1972
☐ ENGR. ☑ COOR. ☑ UE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☐ RPE ☐

2/23/72
(date)

By John F. Isadore
city administrator

By _____
Commissioner

By _____
Commissioner

cc: L. H. Young
Attn: Duane Ridings

RECEIVED
COUNTY & CITY SECTION
FEB 4 1972
ENGR. ☑ CONR. ☑ DE ☐ AE ☑ UE
☑ UPE ☑ CE ☐ RE ☑ RPE ☐

T.

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 4, 1972

To: Mr. J. E. Holcomb
Region Utility Engineer
P. O. Box 1128
Roseburg, Oregon 97470

SUBJECT: Water Main Conflict
Coos Bay-North Bend Water Board
Newmark Street South City Limits
Broadway Street (North Bend)
Coos County

Attached hereto are some sketches showing a conflict with an 18-inch cast iron water line owned by Coos Bay-North Bend Water Board. Dick Bladorn, County-City Section, reports that the City is reluctant to negotiate the relocation of this main and contacted County-City as to the possibilities of protecting the water main with some sort of a saddle.

Would you see what you could do to create some sort of liaison between the City and the Water Board concerning this conflict. We don't want to make our contractor responsible for the water main in its present location.

In accordance with the State-City agreement, the cost of adjusting facilities in city street areas is to be borne by the City.

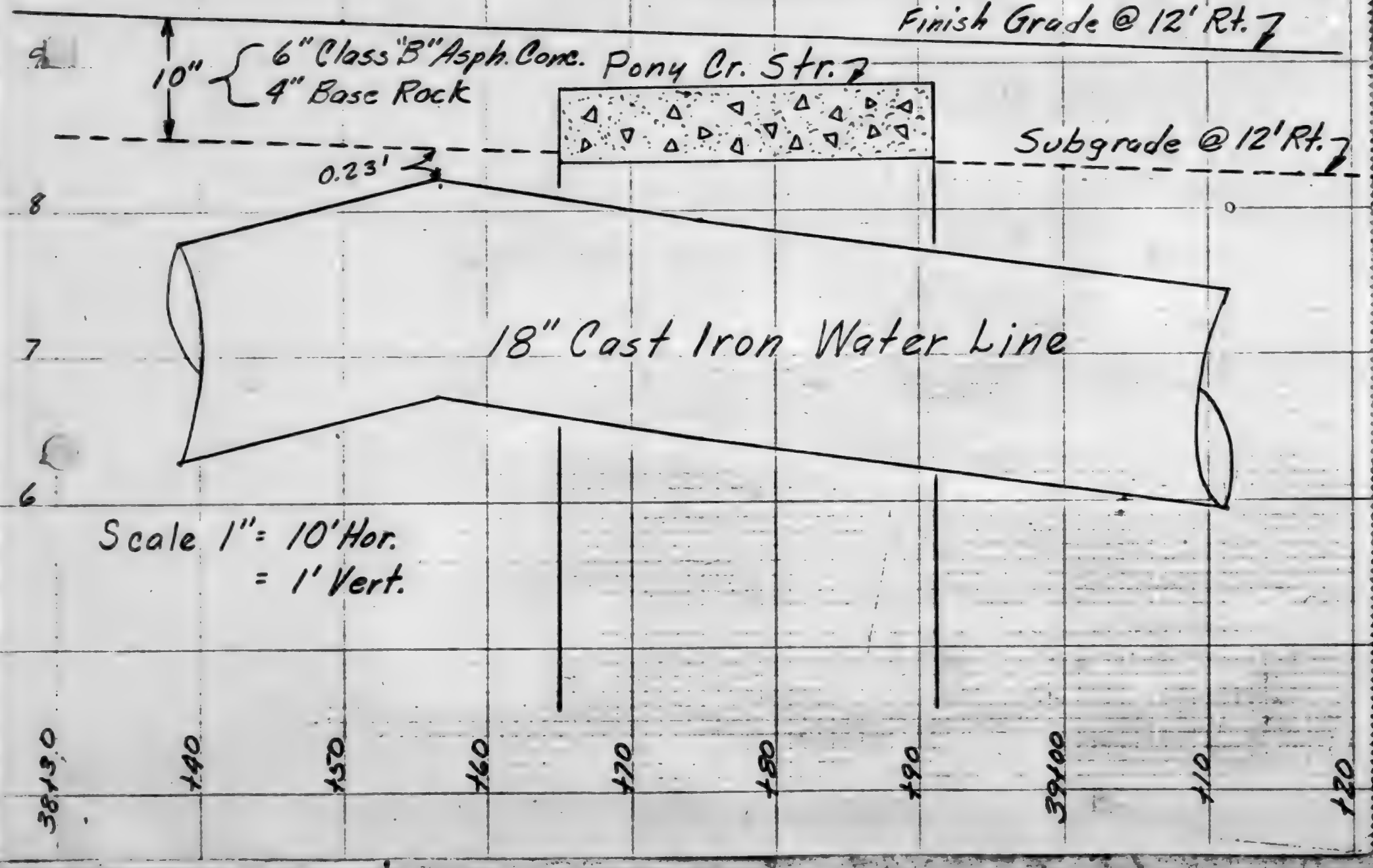
T. W. Litchfield
Railroad and Utility Engineer

By Jack M. Cartwright

Jack M. Cartwright
Utility Office Engineer

JMC:dl
Enclosure
cc: H. S. Cox

Newmark St. – So. City Limits (North Bend)
Broadway St.
Coos County



Newmark Street - South City Limits
Broadway Street
Coos County

NARRATIVE REPORT OF SURVEY

The purpose of this survey is to prepare plans and specifications for the improvement of Broadway Street in the City of North Bend from Newmark Avenue to the South City Limits. This is a city street.

The project is approximately 1,300 feet in length and includes a bridge widening. The city engineer, Mr. Bourne, has indicated that the actual widening of this structure will be done by the city prior to construction on this project. He has also stated that the existing structure has an H-20 loading capacity. The typical section calls for widening the existing street to 44 feet with monolithic curbs and gutters. As requested by the city engineer the alignment at the Newmark Avenue end of the project has been shifted as far to the west as possible within the existing right of way to more nearly match the alignment of Broadway Street to the north of Newmark Avenue. It is the city's proposal to stripe the northerly 200 feet for 4 lanes of travel and the remainder for 2 lanes of travel with curbside parking. At the southerly end of the project the typical section will be narrowed to 40 feet to match the existing improved street in the City of Coos Bay.

The earthwork consists mostly of embankment, therefore the city was contacted as to a possible source of borrow. The city engineer stated that they did not have a source available at this time so the bid item will be embankment in place. There are commercial sources of suitable fill material available in the vicinity. As requested by the city there is a bid item for loos riprap which will be used at the bridge ends for slope protection and erosion control. There has not been a bid item entered for seeding and mulching because the soils in the area are mostly sand. If seeding and mulching is required there will be approximately ¼ of an acre. Prices used for computing costs on this project were received from Cliff Layton, Cost Analyst, in the Salem office.

Because a soils study for this project has not been made the base design for the adjacent Fir Street - Lewis Street project has been used to expidite this survey. A future soils study may necessitate a change in this base design. The typical section calls for overlaying the existing pavement with 3 inches of bituminous base and 3½ inches of asphaltic concrete, however, it will be necessary to remove the existing pavement at the bridge ends and at the southerly end of the project to allow for adequate surfacing and still match the bridge deck and the existing street to the south.

There is an existing 18 inch cast iron water main running along the west edge of the existing pavement belonging to the Coos Bay - North Bend Water Board. This water line is hung just below the deck of the existing bridge at Sta. 38+75 and therefore will probably have to be adjusted at both ends of the bridge for a short distance. The remainder of the water line has sufficient cover to protect it during construction provided due care is taken.

Pacific Power and Light has 7 poles on this project which will need to be relocated. One of these poles serves as the power source for the traffic signals at Newmark and Broadway and an adjustment of this power source will be necessary when this pole is relocated. Also the loop detectors on Broadway for the above mentioned signals will be overlaid approximately 7½ inches so some provision should be made to reinstall same.

There are no railroads, public street crossings or public parks involved on this project.

There will be a need for additional right of way or slope easements for this project. This was discussed with the city engineer and he stated that the city would take care of any right of way and or slope easement acquisition.

You will note that on the enclosed bridge plans the curb is shown 48 feet 8 inches face to face, which does not match our typical section of 44 feet. This matter was discussed with Mr. Bourne and as yet he has not made a decision resolving this.

12/13/71

Bobby D. Johnson
Resident Engineer

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 2 Sheets

Section Newmark St. - South City Limits Unit
Highway Broadway St. County Coos Prefix E-0602
Length 0.22 Designer C. Garner Draftsman C. Garner Date 12/10/21
Signed Title Resident Engineer

Grading & Drainage		$ 27,456.40
Surfacing		$ 37,997.50
Extra Work		
Flagging	$ 1,500.00	
Total Extra Work		$ 1,500.00
TOTAL		$ 66,953.90
+ 20% Engineering and Contingencies		$ 13,390.78
Structures		
Total Structures		$
Right of Way		$
Total Estimated Cost		$ 80,344.68

Form B-48

OREGON STATE HIGHWAY DIVISION

TABULATION SHEET

SHEET 2 OF 2 SHEETS

Newmark St. – South City Limits
Broadway St.
Quantity Summary & Cost Estimate
Grading & Surfacing Items

	Item	Unit	Net	10% Allow.	Gross	Price	Amount
1.	Temporary Protection and Direction of Traffic	Lump Sum	All	—	All	2,500.00	2,500.00
2.	Clearing and Grubbing	Lump Sum	All	—	All	2,500.00	2,500.00
3.	Ditch Excavation	Cu. Yd.	229	23	252	3.00	756.00
4.	Embankment in Place	Cu. Yd.	2,123	217	2,340	2.00	4,680.00
5.	Trench Excavation	Cu. Yd.	84	8	92	6.00	552.00
6.	Finishing Roadbed and Slopes	Mile	0.26	—	0.26	2,500.00	650.00
7.	Watering	M-Gal.	15	2	17	10.00	170.00
8.	Bituminous Base Mixture	Ton	1,066	109	1,175	10.00	11,750.00
9.	Asphalt in Bit. Base Mix.	Ton	48	5	53	45.00	2,385.00
10.	Coarse Aggregate Base	Ton	897	93	990	6.50	6,435.00
11.	Class "B" Asphalt Concrete Mixture	Ton	1,264	126	1,390	10.00	13,900.00
12.	Asphalt Cement in Mixture	Ton	70	7	77	45.00	3,465.00
13.	Asphalt in Tack Coat	Ton	0.4	0.1	0.5	125.00	62.50
14.	8-Inch Culvert Pipe	Lin. Ft.	170	20	190	4.25	807.50
15.	12-Inch Culvert Pipe	Lin. Ft.	60	6	66	5.75	379.50
16.	18-Inch Culvert Pipe	Lin. Ft.	24	2	26	8.40	218.40
17.	24-Inch Culvert Pipe	Lin. Ft.	20	2	22	11.00	242.00
18.	Concrete Inlets, Type "G-1"	Only	6	—	6	180.00	1,080.00
19.	Type "A" Concrete Curb	Cu. Yd.	154	16	170	65.00	11,050.00
20.	Extra for Asphalt Approaches	Only	4	—	4	50.00	200.00
21.	Loose Riprap	Cu. Yd.	107	11	118	9.50	1,121.00
22.	Salvaging and Relaying 24-Inch Concrete Pipe	Lin. Ft.	54	6	60	5.00	300.00
23.	Adjusting Manhole	Only	2	—	2	125.00	250.00
					Total		65,453.90

NOV 11 1971

FOR FILING

7753

October 26, 1971

City of North Bend
City Hall
North Bend, Oregon 97459

Attention: Mrs. Arseal Burnett
City Recorder

MISC. CONTRACTS and AGREEMENTS No. 4330

Gentlemen:

Attached for your records is a fully executed copy of a TOPICS agreement covering the Newmark Street-South City Limits (North Bend) Section, Broadway Street Project.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

TRANSACTION NUMBER 9-28

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 9-9-71

BY (Signature): MR. YOUNG'S AUGUST 27, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☐ FAS ☒ OTHERS TOPICS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 55 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) WORK	LOCATION
55	T-5022(1)	0.26	55,000	34,800	NEWMARK ST. - SOUTH CITY LIMITS.	PRELIMINARY ENGINEERING, GRADE, DRAIN, HIGH TYPE PAVEMENT.

9-9-71

George 9-15-71

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

MOVED TOM EDWARDS

Chave 9-16-71

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		9-9-71	for R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

Cost

GPO 927-954

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-27-71

FEDERAL-AID PROG

(PPM 21-1)

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

71

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	3,000	5,100	91	08	Oregon	35	077	55
			(68)	(70) (71) (72)			(2) (3)	(4) (9)	(14) (18)

I. Projects Only

SUFV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(68) (69)	(70)	(71)	(72) (73)	(74) (75)	T-	5022	(1)	(24) (26)	27
					14 23 7		13		

COUNTY NAME: Coos — CODE: 011 (14) (18)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. T — FEDERAL-AID — STATE: City St. (32) (36) (37) — U.S. (41)

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK *(Full description)*
(54) (58)	(59) (66)	(67) (76)			
0.26	2,000	1,200	400	400 (City)	PE all phases; Gr., dr., 2-12' lanes H.T. pave. with curbs and 10' shoulders.
0.26	53,000	33,600	9,700	9,700 (City)	ROW-66' normal; Access Control-none; Park. Restrict.-none.
0.26	55,000	34,800	10,100	10,100 (City)	
	(16)	(23) (24) (33)			

ESTIMATED PROJECT COST BY PHASES

REMARKS

Preliminary Engineering:
Field Work $1,000
PS&E Prep. 1,000

-OVER-

USCOMM DUSCOMM-DC 48905-P61

NEWMARK ST.-SOUTH CITY LIMITS (NORTH BEND) SECTION

PROJECT NO. T-5022(1)

Existing Facility:

Roadway: Broadway St., 20' oil mat, 2 lanes with gravel shoulders.

Structure: Pony slough Bridge, to be widened by city to accommodate 44' roadway.

Adjacent Sections:

North End: Broadway St. (Cape Arago Highway connection)

South End: Woodland Dr. (Coos Bay) 40' curb section.

Project Data: The proposed work is as follows:

1. All phase of preliminary engineering.

2. Grade, drain, curb and high-type pave a roadway 44' wide having 2-12' travel lanes and 10' shoulders. (Taper to match existing roadway at each end.) Adjustment of existing traffic signal actuation pads at Newmark intersection.

   [Note: Areawide plan being developed under Coos Bay Urban Area TOPICS Plan, Project No. T-5006(1).]

Additional Right-of-Way: None required.

System Action: Tentative FAP Type II System approved by FHWA, May 25, 1971.

Railroads, Airports, Water Developments, Historical and Recreation Areas: None involved.

Relocation Assistance Payments: None involved as additional right-of-way is not required.

Clearinghouse Review, Environmental Statement and Public Hearings: Requirements waived by FHWA (Division) memorandum of July 23, 1971, under the provisions of Sections 3f(1), (3) and (4) of PPM 21-18.

Control of Utilities: The State does not have, at this time, the legal authority to control the use by Utilities of the right-of-way on this project. A State-City agreement is being prepared to comply with paragraph 6d(1) of PPM 30-4.1.

Data for PR-37: 100% of project is on FAP Type II System.

MEMO TO R. N. CHASE
TOPICS PROJECT PROGRAMING

DATE: July 29, 1971

CITY: North Bend SECTION: Newmark Street-South City Limits, Broadway Street

PROPOSED WORK: Widening

COSTS:	TOTAL	FEDERAL	STATE	CITY	OTHER
Construction:	53,000	31,800	10,600	10,600	
P.E.	2,000	1,200	400	400	
		FIELD 1,000		P.S.& E. Preparation	1,000

EXISTING FACILITIES:

Broadway Street - 20' oil mat - 2 lane - gravel shoulders and ditches

ADJACENT FACILITIES: Broadway Street - South of south city limits - 40' curb to curb

PROJECT DATA:

Widen existing pavement to 44 feet with curbs and gutters - 2 12-foot travel lanes with 2 10-foot parking lanes - taper to match existing roadway at each end.

ENVIRONMENTAL STATEMENT: Waived by FHWA July 23, 1971
PROJECT NO.: T-5006( )
ADDITIONAL RIGHT OF WAY: Slope easements needed on west side
SYSTEM ACTION: Type II System approval May 25, 1971
RAILROADS: None
AIRPORTS: None
WATER DEVELOPMENTS: None
HISTORICAL & RECREATION AREAS: None
RELOCATION ASSISTANCE PAYMENTS: None
ROUTE DATA: FAP Type II
STATE CLEARINGHOUSE APPROVAL: Exempt per working agreement dated April 28, 1970.
DISTRICT 7 CLEARINGHOUSE APPROVAL: Waived by FHWA July 23, 1971
HEARING: Waived by FHWA July 23, 1971
ACCESS CONTROL: None
PARKING RESTRICTIONS: None

ADT: 3,000

7/6/71

RICHARD BLADORN
Richard Bladorn
Urban Program Engineer
County and City Section

Form E-39

OREGON STATE HIGHWAY DIVISION

AUTHORITY FOR SURVEY

Section Newmark St. - South City Limits Date July 27 19 71

Highway Broadway Street (NORTH BEND) Authorization No. 1

County Coos Region 3 Survey Prefix 6-0602 (Assigned by Salem office)

Description of termini, route, length, etc.: North end at intersection of Newmark Street and Broadway Street and the South City Limits of North Bend. The length of the survey is 0.3 miles and lies entirely within the city limits of North Bend. The Typical Section to conform with existing improvements.

RECEIVED
COUNTY & CITY SECTION
SEP 14 1971
☐ ENGR. ☑ COOR. ☑ [illegible] ☒ [illegible] ☑ UE
☑ UPE ☑ CE ☒ RE ☒ RPE ☐

Purpose of survey: To make cost estimate and prepare plans for widening the existing street.

Topics

T-5022(1)

Estimate of cost:

Field survey	(901) 0.3 miles @ $7,000.00 per mile . .	$2,100.00
Final Design	(905)	300.00
Soils	(910)	200.00
Utility	(914)	200.00
Specifications	(921)	200.00

Total estimated cost of survey . . . . . $ $3,000.00

Previous authorization . . . . . .

Additional authorization requested . . . . . .

Additional authorization approved (Salem) . . . . . .

Total all authorizations approved (Salem) . . . . . .

INSTRUCTIONS

Submit four copies to Salem. After approval by the State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

This form does not constitute authority for making survey until approved and returned.

Submit separate order for each survey.

Requests made by: Betty D. Johnson — Field Engineer

Recommended for Approval: Weston E. Stewart — Division Engineer

Recommended for Approval: D L Hall — Design Construction Engineer

Approved: M K Loce — Ass't State Highway Engineer

SP*52440-734

PROGRAM & PLAN. DIV.
P. E. APPR. 9-9-71
FED. - AID T STATE _____
BEN GIFFORD

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: July 23, 1971

In reply refer to: 08-35-EC

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: TOPICS Project T-5006(-)
Newmark Street - South City Limits
Section
Broadway Street
City of North Bend

Mr. Bladorn's July 13 letter requested waiver of the clearinghouse, environmental statement, and hearing requirements for the subject project under Sections 3f(1), (3), and (4) of PPM 21-18.

We concur that due to the limited nature of work under this project, its impact on the area will be negligible. Therefore the clearinghouse, environmental statement, and hearing requirements for this project are waived.

RECEIVED
COUNTY & CITY SECTION
JUL 28 1971
ENGR. COOR. CE TE UE
UPE CE RE RPE

NOTED
TOM EDWARDS

7-28-71
CC: CHASE
Tebeau
Gifford

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

T.

CITY OF NORTH BEND

NORTH BEND, OREGON 97459

July 2, 1971

Mr. Dick Blaidorn
Department of Transportation
Highway Division
405 State Highway Building
Salem, Oregon 97310

RE: Widening Broadway Extension

Dear Mr. Blaidorn:

In reply to your inquiry to Mr. Isadore concerning the width of the right-of-way for Broadway Extension, there is sufficient width for a 44 ft. street in North Bend. I am enclosing a map showing this right-of-way. There are two problems however. The alignment of this right-of-way does not match the alignment of the State Highway Right-of-Way North of Newmark. I am attaching a copy of a sketch which was prepared by Gordan Wyatt of Harstad Associates and forwarded to Carroll Keasey and Glen Clark proposing a slight change to the state highway work now underway to resolve this conflict. As we have heard nothing more on this matter, I must assume that nothing is being done.

The right-of-way in the City of Coos Bay is only 40 feet, and they have constructed "wall-to-wall" street in their right-of-way. That is why our original proposal went to 40 ft. after passing the Albertson's entrance. In any event, we must have a transition from 44 ft. down to 40 ft. inside the North Bend City Limits to match the curbs in Coos Bay.

Sincerely,

William A. Bourne

William A. Bourne, P.E.
City Engineer

RECEIVED
COUNTY & CITY SECTION
JUL - 6 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

WAB:jeh
Enclosures

CC: F. B. Crandall
C. T. Keasey

BEAUTY SPOT OF THE OREGON COAST

NOT APPLICABLE

IV. STRUCTURE DATA:

1. Location: _____
_____
_____

2. Desired Work: _____
_____
_____

3. Name of Structure: _____

4. Name of Stream, Street or Facility being Spanned: _____

5. Desired Roadway Width of Structure: _____ ft.
(NOTE: Must be width of approach travelway plus full shoulders.)

6. Are sidewalks desired? _____ Width? _____ft. Location _____
_____

7. Is a particular type of structure and design desired? _____
Explain: _____
_____
_____

8. Can street be closed during construction? _____

9. Detour: a. Required? _____
b. By City? _____
c. By Contractor? _____

10. Approaches or Connections: a. By City? _____
b. By Contractor? _____
c. Traveled surface: Type _____
Width _____ ft.
d. Shoulders: Type _____
Width _____ ft.

11. Existing Structure: a. Remain in Place? _____
b. Use for Detour? _____
c. Removed by City? _____
d. Removed by Contractor? _____
e. Salvaged by Contractor for City? _____

(NOTE: If existing structure salvaged by Contractor for City, City must pay 100% of salvage value of structure.)

Footnotes:

NOT APPLICABLE

12. Is riprap or rock blanket required? _____
    a. By City? _____
    b. By Contractor? _____

13. Will any of the following utilities be attached to the structure?
    a. Water Mains: _____ Size: _____
       Owner: _____
    b. Sanitary Sewer Mains: _____ Size: _____
       Owner: _____
    c. Storm Sewer: _____ Size: _____
       Owner: _____
    d. Gas Mains: _____ Size: _____
       Owner: _____
    e. Power Lines: _____
       Owner: _____
    f. Telephone Lines: _____
       Owner: _____
    g. Other Utilities: _____
       _____

14. Does City wish provisions made for future utility attachment to structure? _____ Explain: _____
    _____

15. Does City wish lightpost bases and conduit installed? _____

16. Are there any unusual or complicating conditions? _____
    Explain: _____
    _____

17. Describe Existing Structure: _____
    _____
    _____
    _____

Footnotes:

V. RIGHT-OF-WAY AND UTILITIES DATA: (Please complete this page for all projects.)

1. What is general width of existing right-of-way? 60 ft.
   a. Maximum: 60 ft.
   b. Minimum: 60 ft.

2. Will additional right-of-way be needed? Varies Explain: Slope easements - west side of existing R/W.

3. Shall State prepare right-of-way descriptions? No

4. Is a public hearing necessary? Yes
   (NOTE: If additional right-of-way is needed, or the improvement would have an adverse effect upon abutting real property, or if the layout or function of the facility or connecting streets or roads would be changed, an opportunity for a hearing must be afforded.)

5. Will there be any persons displaced from their homes, farms, or businesses, requiring relocation assistance? No
   (NOTE: No property owner shall be required to move from his home, farm, or business without at least 90 days' written notice prior to the intended vacation date.)

6. Will this project affect any park or recreation facility? No
   Explain: _____

7. Are there any utilities on private property by easements or other arrangements? No List owner, type, and location: _____

8. Are utilities on existing right-of-way by? Permit _____ or Franchise X (Attach list of utilities, owner, type and location within project limits.)

9. Are there any irrigation facilities? No Name of Owner _____, and dates between which water can be turned off:
   From _____ To _____ Location: _____

10. Are there any railroad crossings? No Location: _____

Footnotes:
8. Pacific Power and Light, General Telephone, Bay Television, Coos Bay-North Bend Water Board

a. Name of Railroad _____

b. Number of tracks: Mainline _____ Siding _____ Total _____

c. Sight Distance (1.) (Direction) _____ Distance _____ ft.
(2.) (Direction) _____ Distance _____ ft.

d. Number of Trains: (1) Passenger _____ Speed _____ mph
(2) Freight _____ Speed _____ mph

e. Angle of Intersection: _____

f. Type of Existing Crossing: (1.) Grade _____
(2.) Overcrossing _____
(3.) Undercrossing _____

g. Existing Protection: (1.) Advance warning signs _____
(2.) Automatic flasher _____
(3.) Automatic bell _____
(4.) Gates _____
(5.) Stop signs _____
(6.) Crossbucks _____
(7.) Other _____

h. Proposed Type Crossing and Protection: _____

_____

_____

i. Are there to be stopping lanes for buses and trucks? ____

j. Will crossing be altered to the extent that will require a P.U.C. hearing? _____

(1.) Does City wish State to prepare P.U.C. hearing data? _____

(2.) Will P.U.C. application be made by? State _____
City _____

(NOTE: City must plead or argue its own case at all P.U.C. hearings.)

11. Other Remarks: _____

_____

_____

VI. FINANCIAL DATA:

50,000.00

1. Available total TOPICS Funds: $ 33,748.00
(Federal + State + City)

2. Estimated Cost of Requested Project $ 33,748.00

3. Date Match Money is Available: July 1, 1971

4. Will there be any 100% City money? No
(Non-participation items)

5. Maximum Amount of 100% City Money: $ _____

_____

Footnotes:

VII. GENERAL INFORMATION

1. Areawide TOPICS Plan Status: Consultant selection of Harstad Associates, Inc., Eugene and Seattle. Proposal received and forwarded (with reasons) to State. Estimated completion July, 1972.

2. Existing Conditions Necessitating This Proposed TOPICS Project: The subject section of street is an old county road. The portion of the road in Coos Bay was improved to 40' width (the full width of the right-of-way in Coos Bay), some years ago. Over the past five years, the construction and growth of Southwestern Oregon Community College on Newmark at the Coos Bay/North Bend City Limits, and the development of the Albertson's/Bi-Mart shopping center at the intersection of Broadway and Newmark have caused a quantum jump in the traffic count on Broadway to and from the City of Coos Bay. Additionally, the traffic flow on the Cape Arago Highway No. 240 prohibits the entrance of westbound traffic from the Albertson's/Bi-Mart parking lot. This traffic must depart the parking lot to Broadway, turning left on Broadway to the Newmark intersection, and thence turning left to proceed westbound on the highway. This traffic departing the shopping center coupled with the increased through traffic on Broadway has created unacceptable traffic congestion on the first 300 ft. of Broadway, south of the Newmark intersection.

   As a separate but related matter, the City of North Bend has budgeted for the widening of the existing bridge at Station 9 + 75 of the project. This bridge widening will be accomplished prior to commencement of the proposed Topics project.

   Additionally, work has commenced on the new Bay Area Hospital, just off the Broadway/Woodland Drive route in Coos Bay just south of the North Bend City Limits. With the opening of the new hospital, all emergency traffic between the City of North Bend and the hospital must traverse the section of Broadway covered by this project. This project must be accomplished before completion of the new hospital in late 1972.

3. This Project Would Accomplish the Following: This project would provide for a full four lanes of traffic for 220 ft. south of the Broadway/Newmark intersection permitting segregation of traffic by lane at the intersection and between the intersection and a point 50 ft. south of the entrance to the Shopping Center; a 100 ft. melding taper from two to four lanes south of the 4-lane portion, and two lanes with curb-side parking between station 3 + 50 and the South City Limits.

3. Continued

The project will alleviate the current 20' wide bottleneck between the 40 ft. wide street in Coos Bay and the Broadway/Newmark intersection as well as the traffic congestion created by the shopping center. Additionally, the wide two lane will handle the additional volume generated by the new hospital, and could be modified by striping alone to provide turn lanes for the anticipated future commercial development on the route between the shopping center and the new hospital.

This application is not complete unless a sketch map showing the location of the project is attached.

The North Bend City Council on the 18th day of May, 1971, adopted Resolution No. 1163 requesting this TOPICS project.

By _____
Harry Graham, Mayor

By Arseal L Burnett
Arseal Burnett, City Recorder

RECEIVED
COUNTY & CITY SERVICES
MAY 20 1971
ENGR. COOR. CE AE UE
UPE CE RE RPE

RESOLUTION NO. 1163

WHEREAS, the City of North Bend is participating in the "Traffic Operations Program to Increase Capacity and Safety" under which the United States of America and State of Oregon will contribute to the cost of certain street improvements; and

WHEREAS, a portion of Broadway Avenue has been designated for a street improvement under the TOPICS program; now, therefore

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF NORTH BEND AS FOLLOWS:

The City of North Bend is hereby authorized to participate with the United States of America and State of Oregon in an improvement to Broadway Avenue from the intersection of Broadway and Newmark Avenues south to the south city limits by widening the improved portion of said Broadway Avenue to a width of 44 feet from its intersection with Newmark Avenue south for a distance of 220 feet and by tapering said width of improved street over the next 100 feet south to a width of 40 feet and then continuing the width of 40 feet to the south corporate limits of the City of North Bend.

The construction of said improvement to Broadway Avenue described herein shall be carried out by the Oregon State Highway Department under the provisions of the TOPICS program, and the City of North Bend is authorized to pay its proportionate share of the cost of said project under the terms of the TOPICS program.

Passed and adopted by the Council of the City of North Bend this 18th day of May, 1971.

Mayor

ATTEST:

Recorder

I, Arseal Burnett, the duly appointed, qualified and acting Recorder of the City of North Bend, Coos County, Oregon, do hereby certify that I have compared the attached copy of Resolution No. 1163 with the original thereof, and that it is a true and correct copy of such original and the whole thereof

Approved as to form:

RESOLUTION NO. 763

WHEREAS, the City of North Bend is participating in the "Traffic Operations Program to Increase Capacity and Safety" under which the United States of America and State of Oregon will contribute to the cost of certain street improvements; and

WHEREAS, a portion of Broadway Avenue has been designated for a street improvement under the TOPICS program; now, therefore

BE IT RESOLVED BY THE COUNCIL OF THE CITY OF NORTH BEND AS FOLLOWS:

The City of North Bend is hereby authorized to participate with the United States of America and State of Oregon in an improvement to Broadway Avenue from the intersection of Broadway and Newmark Avenues south to the south city limits by widening the improved portion of said Broadway Avenue to a width of 44 feet from its intersection with Newmark Avenue south for a distance of 220 feet and by tapering said width of improved street over the next 100 feet south to a width of 40 feet and then continuing the width of 40 feet to the south corporate limits of the City of North Bend.

The construction of said improvement to Broadway Avenue described herein shall be carried out by the Oregon State Highway Department under the provisions of the TOPICS program, and the City of North Bend is authorized to pay its proportionate share of the cost of said project under the terms of the TOPICS program.

Passed and adopted by the Council of the City of North Bend this 12th day of May, 1971.

Mayor

ATTEST:

Recorder

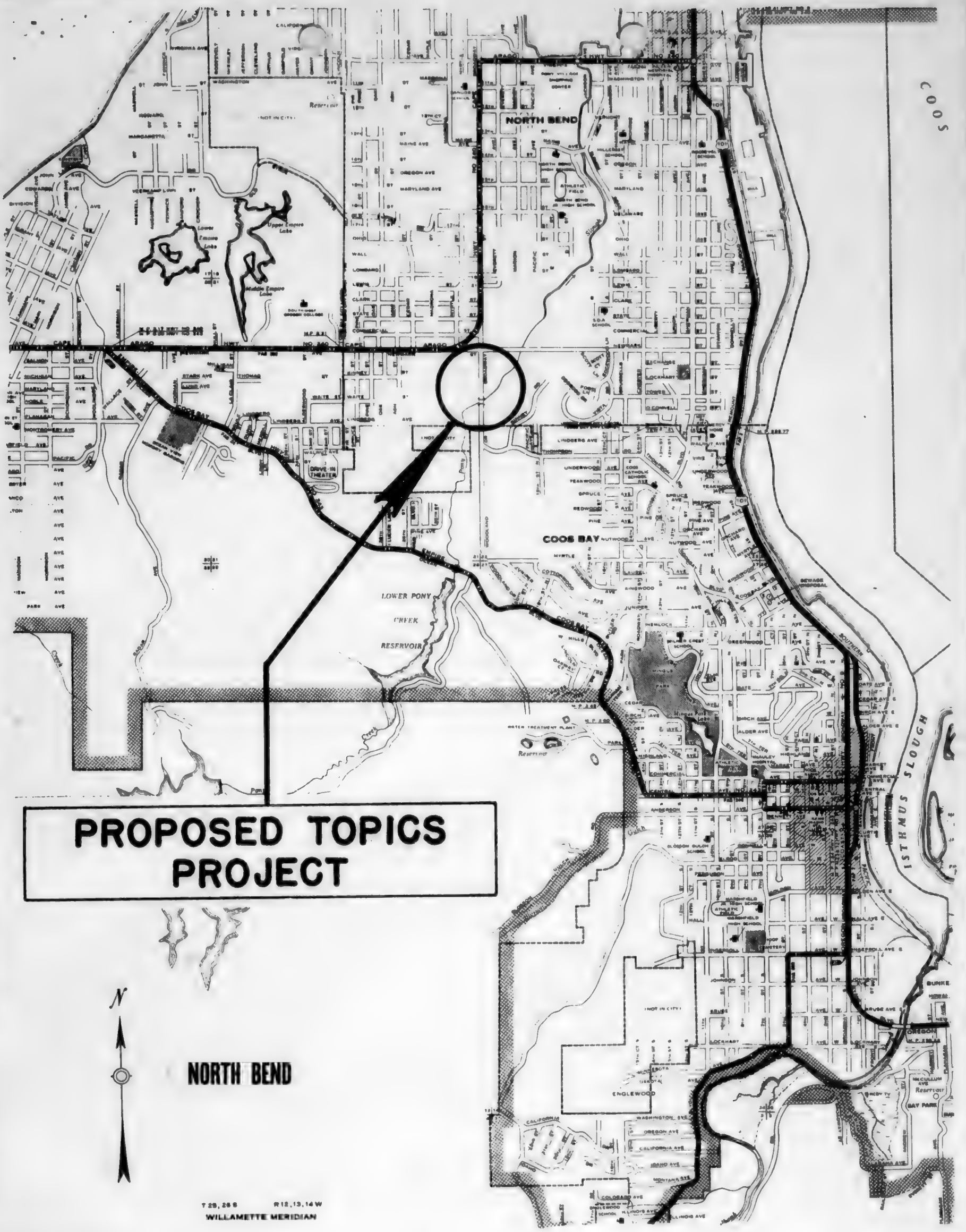
Approved as to form:

City Attorney

I, Arseal Burnett, the duly appointed, qualified and acting Recorder of the City of North Bend, Coos County, Oregon, do hereby certify that I have compared the attached copy of Resolution No. 1163 with the original thereof, and that it is a true and correct copy of such original and the whole thereof.

Arseal Burnett, Recorder

PROPOSED TOPICS PROJECT



NORTH BEND

T 25, 26 S R 12, 13, 14 W
WILLAMETTE MERIDIAN

RECEIVED
COUNTY & CITY SECTION
MAY 25 1971
☐ ENGR. ☑ Gen. ☐ ☐ AE ☑ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

CITY OF NORTH BEND
P. O. Box B
NORTH BEND, OREGON 97459

May 18, 1971

Mr. Glen L. Clark
Division Traffic Engineer
State Highway Building
Roseburg, Oregon 97470

RE: Cape Arago Highway Widening, Fir Street to Lewis Street.

Dear Mr. Clark:

The coordination between two adjacent projects is at best difficult and more often than not, untimely. I'm afraid the problem in this letter fits those categories.

The City of North Bend is in the process of preparing and submitting a TOPIC'S project to relieve traffic congestion problems on Broadway between the Newmark intersection (Cape Arago Highway) and the South City Limits. The project was approved by the City Council and forwarded to Richard Unrein of the Highway Department on May 18, 1971 along with our proposed contract with Harstad Associates, Inc., for development of our overall TOPIC'S plan. The project must be approved at the June meeting of the Highway Commission or the available Federal funds will be withdrawn.

Our right-of-way for Broadway south of Newmark does not, unfortunately directly abut the portion of Broadway that is part of the Cape Arago Highway. Relocating our Broadway to the extreme west of the right-of-way leaves the two streets still some 8 feet ± out of alignment. For various reasons, it would be uneconomical to acquire additional right-of-way to move our street further to the West.

Mr. A. Gordon Wyatt, Traffic Engineer with Harstad Associates, Inc., reviewed our TOPIC'S project in conjunction with your plans for widening the Cape Arago Highway and prepared the attached sketch showing a proposal to solve the anticipated misalignment problem through a minor change to the State Highway construction. We anticipate that a contract will be awarded and construction accomplished on the widening of Broadway south of Newmark during the Spring and Summer of 1972.

It is therefore requested that a change order to the Cape Arago Highway contract be issued to incorporate the proposal contained on the attached sketch to align the traffic lanes on Broadway north of Newmark with the widening of Broadway south of Newmark planned for 1972.

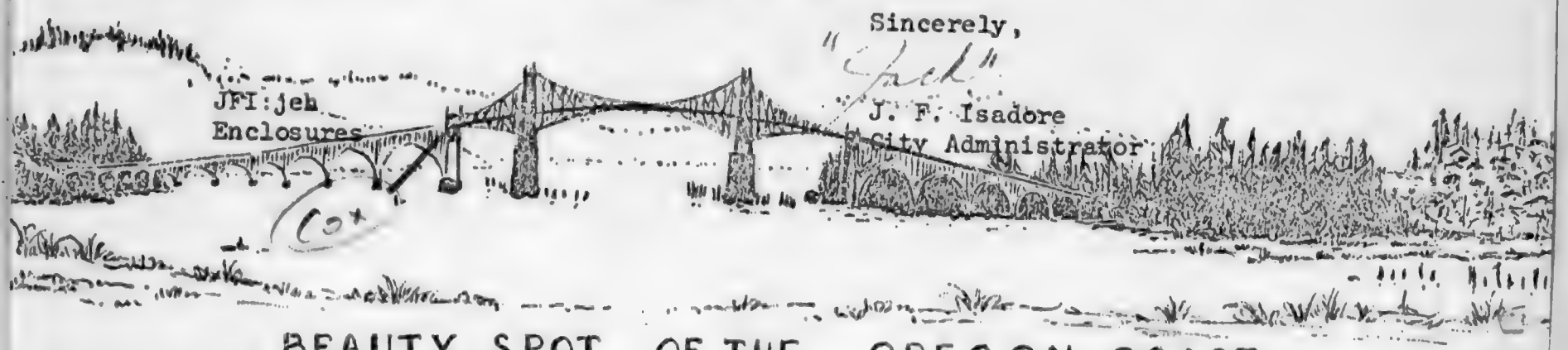
Sincerely,

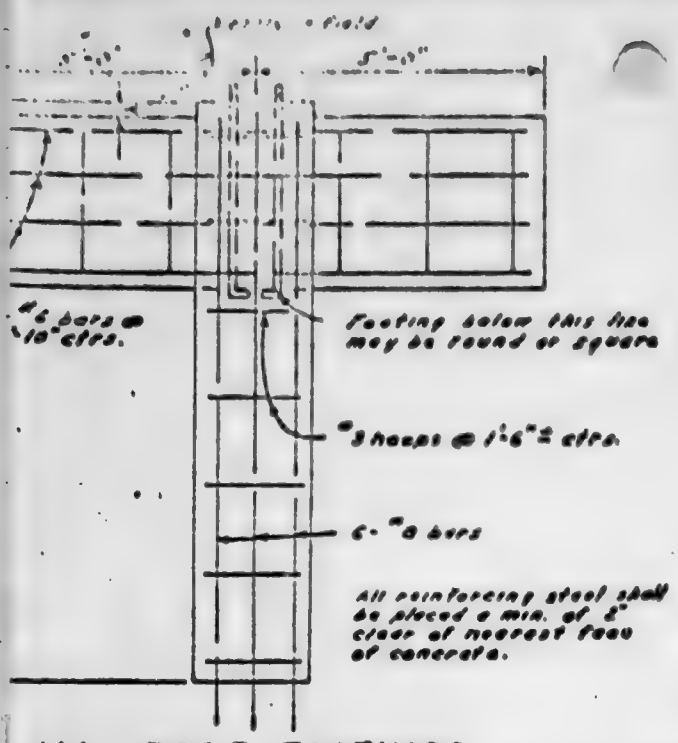
"Jack"

J. F. Isadore
City Administrator

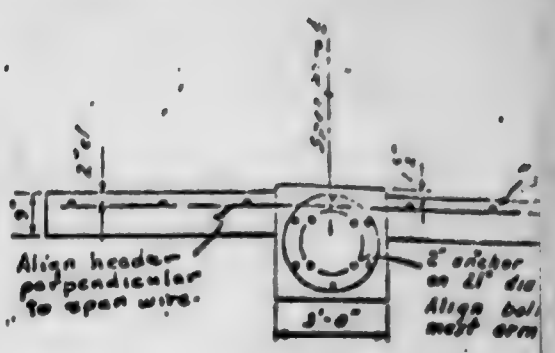
JFI:jeh
Enclosures

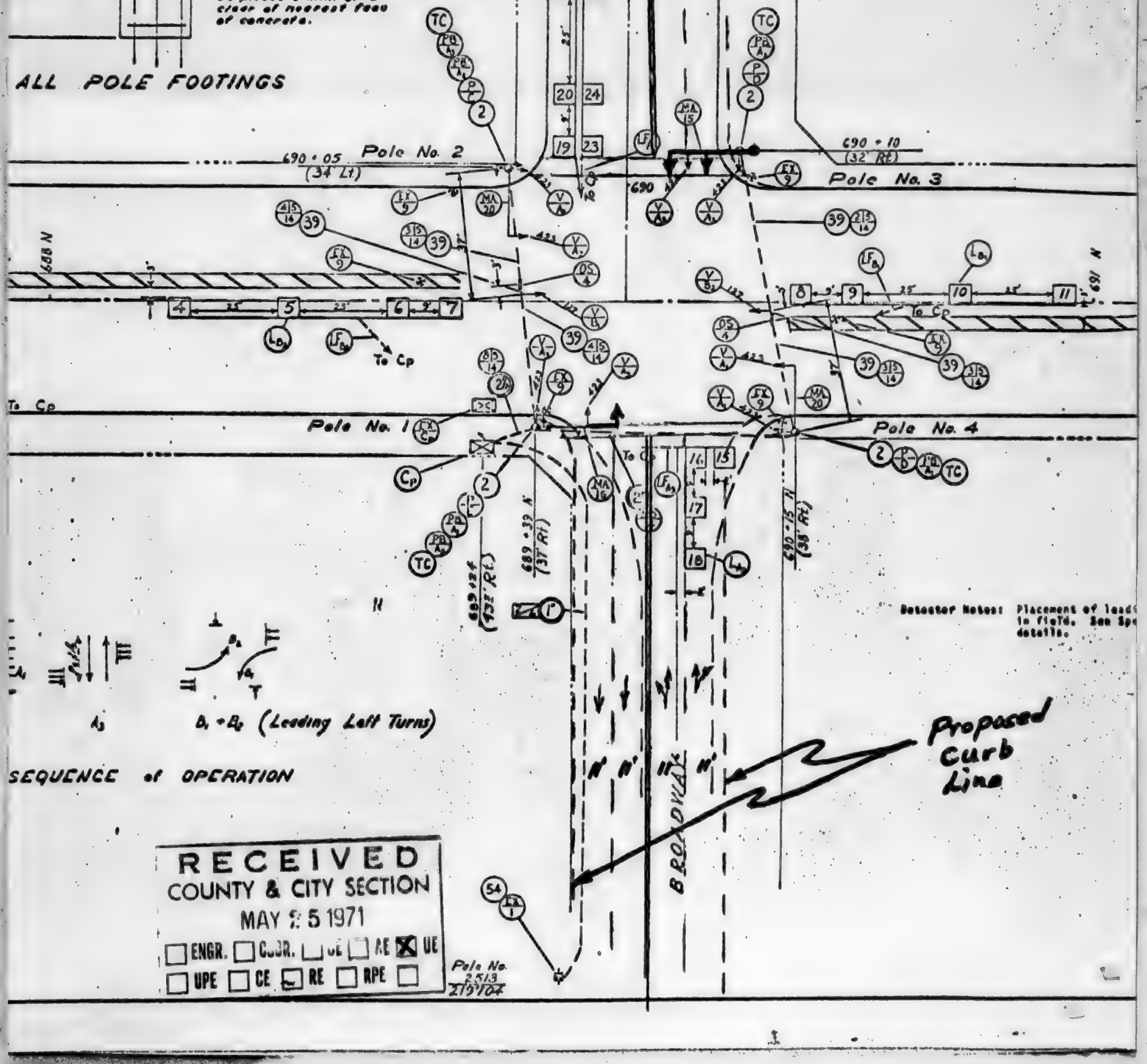
Cot




#6 bars @ 10" ctrs.
Footing below this line may be round or square
#3 hoops @ 1'-6" ± ctrs.
6 - #8 bars
All reinforcing steel shall be placed a min. of 2" clear of nearest face of concrete.

ALL POLE FOOTINGS





A_1 $B_1 + B_2$ (Leading Left Turns)

SEQUENCE of OPERATION

RECEIVED
COUNTY & CITY SECTION
MAY 25 1971
☐ ENGR. ☐ C.&R. ☐ LE ☐ AE ☒ UE
☐ UPE ☐ CE ☑ RE ☐ RPE ☐

Pole No. 2513
2/9/104

NEWMARK STREET

R/W

60'

295'

11' 11' 11' 11'

30'

15'R

15'R

NOTE: Return marked curb corner to 6.90 ft. 37'R (together) most areas. All other signal work except loop detectors adjusted for new

NEWMARK STREET

BROADWAY

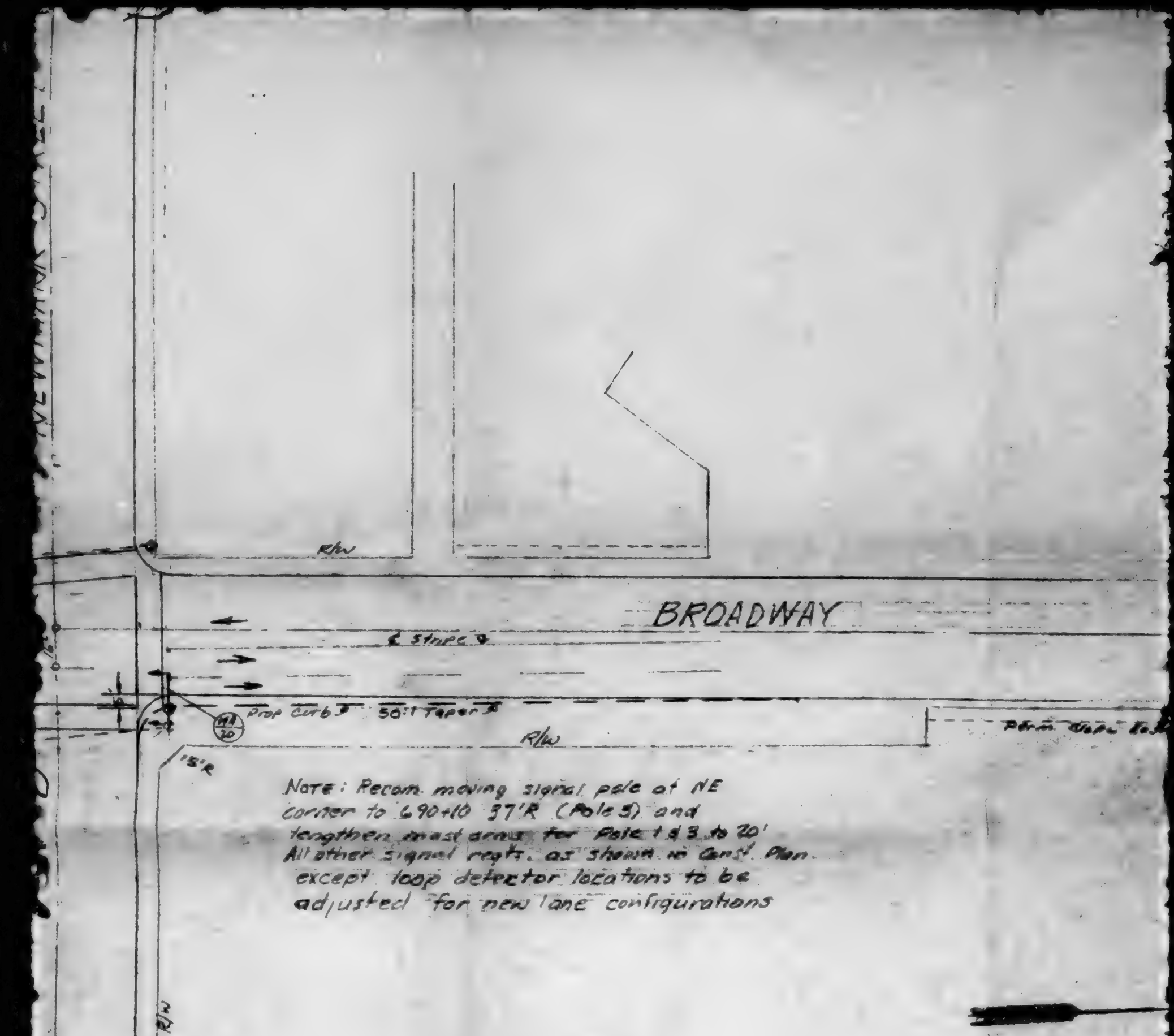
Proposed curb

Existing

Proposed curb

RIW

RIW


WILLAMETTE STREET
R/W
BROADWAY
℄ Strpg ⊘
Drop Curb ⊃
50:1 Taper ⊃
R/W
15'R
Note: Recom. moving signal pole at NE corner to 690+10 37'R (Pole 5) and lengthen mast arms for Pole 1 & 3 to 20'
All other signal reqts. as shown in Const. Plan except loop detector locations to be adjusted for new lane configurations

N

REV. NO.	BY	DATE	DESCRIPTION

CITY OF NORTH BEND, OREGON

OFFICE OF THE ENGINEER

PROPOSED CURB & SIGNAL RELOCATION AT NEWMARK AND BROADWAY

DES. ASW	SCALE: 1" = 50	DATE: 2/4/71
DWG.	HOR.	
APP'D.	VERT.	
	REF. BK.	DWG. NO.

NOTE: This form is intended to collect general information for proposed TOPICS projects so that the State and Federal Highway Administration will have a better understanding of the requested project. Please use the footnote area to answer any ambiguous questions or to explain any unusual conditions.

TOPICS PROJECT REQUEST

Date May 18, 1971

Name of City City of North Bend, Oregon
Major Street Name Broadway
Section Name Newmark to South City Limits

Location of Project (Attach sketch map) Length 1393.76 feet
On Which System? Primary I _____ Primary II X or Secondary _____

Is this TOPICS project a priority project of an approved AREAWIDE TOPICS PLAN? No Date PLAN approved: Section VII - 1; or is this project expected to be a priority project of an AREAWIDE TOPICS PLAN that is expected to be approved within 18 months? Yes (If the latter, complete Section VII, 1, regarding Plan Status and scheduling to support and justify this expectation.)

Is any portion of this project under State or County jurisdiction? No
Explain _____

General description of proposed project: Widen existing road, embankment base rock, drainage, curb and gutter paving. Curb to curb width. 40' & 44' and stripe to provide necessary turning lanes.

Complete Applicable Sections:

I. SIGNALIZATION DATA:

1. Proposed Location: Traffic control signals at intersection of Broadway and Newmark are being revised as a part of Fir street - Lewis street (North Bend) Section Cape Arago Highway, April, 1971, construction.
2. Type: a. **Traffic Control** _____
   1. Pretimed _____
   2. Traffic-actuated
      (a.) Full traffic-actuated X
      (b.) Semi-traffic-actuated _____
      (c.) Volume density-actuated _____
      (d.) Pedestrian actuated _____

   b. Flashing Beacon _____

Footnotes:

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COUNTY & CITY SECTION
MAY 20 1971
☐ ENGR. ☐ COOR. ☐ GE ☐ AE ☒ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

T-1-69
(rev. 12-70)

c. Caution _____
d. Drawbridge _____
e. Lane-direction _____
f. Other _____

3. Number of Phases:
   a. Two __X__ Two with leading green left turn
   b. Three _____
   c. Multiple _____

4. Is interconnection for coordination necessary? __No__ Remarks: ___
   _____
   _____
   If so, by cable or leased telephone line? _____

5. Type of Suspension:
   a. Mast Arm __X__)combination
   b. Span Wire __X__
   c. Signal Bridge _____

6. Paint Color Desired: _____

7. Present Signalization: Intersection Newmark (SR240)with Broadway
   _____

8. Other Remarks: Detection for vehicle actuation for Broadway northbound traffic to be adjusted as part of the Topics Project
   _____

II. ILLUMINATION DATA: (Linear illumination can only be approved for those sections which have a significant number of night accidents.)

1. Proposed Location: None at this time
   _____
   _____

2. Type: a. Mercury Vapor _____
   b. Fluorescent _____
   c. High-pressure Sodium _____
   d. Incandescent _____

3. Luminaire Distribution Type and Classification:
   a. I _____
   b. II _____
   c. III _____
   d. IV _____
   e. V _____

Footnotes:

4. Luminaire Wattage:
   a. 175 _____
   b. 250 _____
   c. 400 _____
   d. 700 _____
   e. 1000 _____

5. Luminaire Spacing: _____

6. Maintained Intensity: _____

7. Uniformity Ratio: _____

8. Proposed Mounting Height:
   a. 30 ft. _____
   b. 40 ft. _____
   c. 45 ft. _____
   d. 50 ft. _____

9. Pole Type:
   a. Wood _____
   b. Steel _____
   c. Aluminum _____

10. Operating Voltage:
    a. 120 _____
    b. 240 _____
    c. 480 _____
    d. Series _____

11. Type of Wiring:
    a. Overhead _____
    b. Underground _____

12. Present Illumination: None

Footnotes:

III. CHANNELIZATION OR WIDENING DATA:

1. Location: Broadway - South City limits to Newmark Street

2. Desired Work: Widen curb and gutter and pave existing road

3. Typical Cross Section: 40' curb to curb at City limits (to match existing Coos Bay Street South of City limits) to 44' at Newmark intersection.

4. Curbs? X If so, a. Type Desired: (Standard, monolithic, rolled, or special) Monolithic curb and gutter
   b. Exposure six inches
   c. Width between curbs 40' to 44' ft.
   d. Desired curb radius 15' ft.

5. Surfacing: A.C. X P.C.C. _____ Oil _____ Other _____

6. Present Typical Cross Section and Surfacing: 20' oilmat, no curbs with little shoulder

7. Traffic Control Signing:
   a. By City at City Expense? X
   b. By State at City Expense? _____
   (NOTE: These signs must be in place prior to FHWA acceptance.)

8. Striping:
   a. By City at City Expense? X
   b. By State at City Expense? _____
   (NOTE: Striping must be completed prior to acceptance.)

9. Sidewalks: (Eligible only when affected by project and replaced in kind or required for pedestrian safety.)
   a. Length _____ ft.
   b. Width _____ ft.
   c. Type _____
   d. Location: Not Applicable

Footnotes:

Rev 5/20/71

1/4 CORNER

36'

EXISTING CURB & GUTTER

R/W LINE

CONST. STD

22'

20'

15'

17'

W

W

BROADWAY

18'

45'

26'

EXISTING PAVEMENT

EXISTING CURB & GUTTER

CONST. STD

R/W LINE

SOUTH CITY LIMITS

PLAN	BY	DATE
NOTE BOOK	SURVEYED	
NO.	PLOTTED	
	ALIGNMENT CHECKED	
	RT. OF WAY CHECKED	

POLE

EXISTG 18" CI WATER LINE

STD CURB & GUTTER

WIDEN EXISTING BRIDGE — (NOT PART TOPICS PROJECT)

POLE

EXISTING GRAVEL DRIVE

W

W

W

W

STD CURB & GUTTER

EXISTING BRIDGE

PONY CREEK

EXISTING DRIVE

EXISTING GRAVEL DRIVE

2-24" CONC. CULVERT
RELOCATE WEST AS DIRECTED

POLE

EXTEND CULVERTS AS REQUIRED

W W W W

EXISTING 36" CMP

EXISTING 24" CMP

SIGN- THRU TRAFFIC KEEP RIGHT

POLE

NEWMARK

PREMARK

VALVE & TEE

68'

W

EXISTG 12" CI WATER LINE

SIGN- THRU TRAFFIC KEEP LEFT

POLE

1/16 CORNER

EXISTG 12" CI WATER LINE

EXISTING A/G DRIVE

POLE

N

SIGN- FORM ONE LANE LEFT

100' TAPER

W

44'

POLE

#50 END 44 BEGIN TAPER
END 4 LANE MARKING
BEGIN 2 LANE MARKING

350 END TAPER - BEGIN 40'

MP

EP RIGHT

2450. END 44' BEGIN TAPER
END 4 LANE MARKING
BEGIN 2 LANE MARKING

LANE LEFT

TAPER

44'

POLE

EXISTING A/C DRIVE

EXISTG 18" CI WATER LINE

SIGN-THRU TRAFFIC KEEP LEFT

1/16 CORNER

POLE

EXISTG 18" CI WATER LINE

NEWMARK

VALVE & TEE

PREMARK NO 67

GV

68'

3'

0100 - NEWMARK N-60

REV. NO.	BY	DATE	DESCRIPTION

CITY OF NORTH BEND, OREGON

OFFICE OF THE ENGINEER

BROADWAY WIDENING

NEWMARK

to

SOUTH CITY LIMITS

DES. ____ SCALE: HOR. 1" = 50' DATE: 3/18/71

DWG A G H VERT. 1" = 10'

APP'V'D. ____ REF BK. 4 & 1 DWG. NO. ____

RECEIVED
COUNTY & CITY SECTION
MAY 20 1971
☐ ENGR. ☐ GEOR. ☐ DE ☐ AE ☐ UE
☐ UPE ☐ CE ☒ RE ☐ RPE ☐

TORS

Form FHWA-121 (12-67)
UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: March 3, 1971

In reply refer to: 08-35-DB

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: TOPICS Project T-5022(-)
Newmark Street South City Limits Section
City of North Bend, Oregon

The City of North Bend's proposal for widening a 1200-foot section of Broadway Street under the TOPICS porgram has been reviewed by this office.

To date we have not received for approval a Type II FAP system or a list of priorities for construction.

This section does, however, appear to meet the criteria for inclusion on the Type II System. In order to evaluate a priority list we refer to the new IM 21-3-71 dated February 9, 1971, which clarifies in some detail the intent of PPM 21-18 dated May 28, 1970.

The section in question is a narrow three block section (18 feet with minimal width shoulders) with an isolated narrow structure at Pony Creek. The city's proposal is to widen this short section to meet the standard typical section already constructed at both ends to provide for desirable capacity. This above IM has given additional information as to eligibility under Paragraph 7b and as this section meets the criteria as set forth we would consider this proposal as eligible under the TOPICS program.

KTabor

orig to COX
copies to Young
3-4-71 Hall

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

7754 Garbage Dump Interch.-Jumpoff 1972
Joe Cr. Sec., Pac. Hwy. (Grad., pav.,
guardrail, signing & illum.)

7754

5

July 12, 1973

The Travelers Indemnity Co.,
Fidelity and Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

A post-final payment for $47,950.00 will be made to Coral Corporation on Contract No. 7754 for work on the Garbage Dump Interchange-Jumpoff Joe Creek Section of the Pacific Highway in Douglas and Josephine Counties as soon as the warrant is prepared.

The total amount paid on this contract will be $609,900.35 including the post-final payment. Of the total, $946.80 is for force account.

Very truly yours,

C. [illegible]. Head, Manager
ADMINISTRATIVE SERVICES

td
cc Coral Corporation
P. O. Box 250
Gladstone, Oregon 97027

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
A. Shirley

7754

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **June 29, 1973**

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
Garbage Dump Intch.-Jumpoff Joe Creek Sec., I-5
Contract No. 7754

Coral Corporation, contractor on the subject project, has requested a 23-day extension of the contract time, citing five broad reasons for the request. One major item covers all the time requested. This was a spot safety project covering 54.34 miles of Interstate 5 freeway. Upgrading existing guardrail and relocation of signs were major work items The contract was awarded June 2, 1972, with 160 calendar days allowed, and the project was completed February 1, 1973, with 23 days liquidated damages accrued at $150 per day for a total of $3,450.

The primary justification for time extension was the State's inability to furnish the contractor the details of breakaway sign post sizes and lengths required at the time bids were opened. This project was expedited to bid with a minimum of preliminary field engineering. The pipe length and size data for the posts was mailed to the contractor July 25, 1972, or 35 days after the calendar-day count started. A stop work order of four days was given for the Fourth of July holiday, leaving a remainder of 31 calendar days counted before the start of this major bid item.

I have granted a 23-day extension of time on this project, which will eliminate all liquidated damages. This was a Federal-aid Interstate project and we have the concurrence of the Federal Highway Administration.

This matter will be on the agenda for your concurrence at the July 10 meeting.

bc C. W. Head
George M. Baldwin
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
V. L. Gallagher
Gary Sund
JAB:fw ms

7754

June 29, 1973

Coral Corporation
Post Office Box 258
Gladstone, OR 97027

Gentlemen:

Your request for a time extension of 23 days on Contract No. 7754 for work on the Garbage Dump Interchange-Jumpoff Joe Creek Section of the Pacific Highway in Douglas and Josephine Counties has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 23 days is granted which will eliminate all time liquidated damages on this project.

Very truly yours,

F. B. Klaboe
State Highway Engineer

bc C. W. Head
A. E. Johnson
H. S. Coulter
C. T. Keasey
V. E. Skoog
Alfred Shirley, Jr.
A. W. Bates
V. L. Gallagher
FW ms

FORM E-30 (REV. 10-69)

NOTED
H. S. COULTER

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
June 18, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Request for Time Extension
Garbage Dump Interchange-Jumpoff Joe Section
Contract No. 7754

FROM: John A. Bond
Construction Administration Engineer

Coral Corporation requested a 23-day extension of their contract time. They offered five broad reasons for the request, three from subcontractors, part of which would be concurrent, plus two for their prime work. One major item covers all the time requested. Some useful dates and data are:

Bids opened	May 25, 1972
Contract awarded	June 2, 1972
Contract time started	June 20, 1972
Work started	July 10, 1972
160 calendar days elapsed	December 7, 1972 (project 97% complete)
Project completed	February 1, 1973

23 calendar days at $150 per day = $3,450 liquidated damages

The contract time was expressed in straight calendar days in a deliberate effort to try to completion in 1972. It was recognized that the time was short and guard rail and signing work would have to run late in the season. It actually worked out this way and the project was placed under a stop work order January 5, 1973 waiting suitable weather for the remaining guard rail painting.

The primary justification for the 23-day time extension is the State's delay in giving the contractor the details of breakaway sign post sizes and lengths as provided on plan drawing number 28184. The two notes on this drawing are: "(1) Post size will be furnished by the engineer after contract award; (2) Post length will be furnished by engineer after contract award." (The job was advertised with a minimum of field engineering.) The pipe and size data for the posts was mailed to the contractor July 25, 1972 or 35 days after the calendar day count had started. A stop work order of four days was given for the Fourth of July holiday leaving a remainder of 31 calendar days counted before the start of this major bid item.

The contractor promptly mailed the shop drawings for the Breakaway Sign Posts 13 days later on August 7. Coral Corporation received our approved shop drawings 22 days later on August 29. (At this point 66 days or 41 percent of the contract time had elapsed.) Contract work began promptly on the breakaway sign footings two weeks later. Also, two late price agreements (No. 7 and No. 12) made sign revisions which took three days to accomplish.

I therefore concur in the Region's recommendation for a 23-day extension which would delete all liquidated damages. This request has been discussed with the Federal Highway Administration Area Engineer and has their tentative approval for full participation. Rough draft letters to FHWA, the Commission and the contractor are attached for your use.

JAB:fw
Enc.
cc: V. L. Gallagher

The contractor promptly mailed the shop drawings for the Breakaway Sign Posts 13 days later on August 7. Coral Corporation received our approved shop drawings 22 days later on August 29. (At this point 66 days or 41 percent of the contract time had elapsed.) Contract work began promptly on the breakaway sign footings two weeks later. Also, two late price agreements (No. 7 and No. 12) made sign revisions which took three days to accomplish.

I therefore concur in the Region's recommendation for a 23-day extension which would delete all liquidated damages. This request has been discussed with the Federal Highway Administration Area Engineer and has their tentative approval for full participation. Rough draft letters to FHWA, the Commission and the contractor are attached for your use.

JAB:fw
Enc.
cc: V. L. Gallagher

OREGON STATE HIGHWAY COMMISSION

Engineers Recommendation Regarding Contractors Request

for

Increase in Number of Workdays

to

3-8-73

Complete Construction Contract

Investigation has been completed regarding the request (see reverse side) for an increase in the number of workdays within which to complete, without assessment of liquidated damages, the following project:

Contract No. 7754 Contractor Coral Corporation

Highway Pacific

Section Garbage Dump Intr- Jumpoff Joe Creek

Kind of Work Spot Safety

It is recommended that the request for increase in the number of workdays within which to complete said contract be [redacted]r **GRANTED**. The reasons for such recommendation are as follows:

Recommend 23 days for early delay in providing details of sign post dimensions and late work on two added Price Agreements, No. 7 and No. 12.

Recommended for Approval:

J. X Wilson
Division Engineer

Construction Engineer or ~~Bridge Engineer~~

~~Asst~~ State Highway Engineer

Contract No.	7754
Project designation	EHS I-5-2 (71) 68 (State-Federal)
Date awarded	June 2, 1972
Work started	July 7, 1972
Per cent completed	100% 2/01/73 (Date)
No. of Workdays Allowed	160
No. of Workdays Used	183
No. of Added Workdays Requested	23

SP 6296-734

E-320 (Rev.)—5M—9-64

OREGON STATE HIGHWAY COMMISSION

Contractors Request
for
Increase in Number of Workdays
to
Complete Construction Contract

Oregon State Highway Commission
Salem, Oregon 97310

Date March 8, 1973

Gentlemen:

We, the undersigned, respectfully request an increase in the number of workdays from 160 days to 183 days, within which to complete our Contract No. 7754, without the assessment of liquidated damages. The said contract is described as follows:

The dates of the workdays during which prosecution of the work was actually prevented and the conditions or causes which actually prevented the prosecution of work on said dates were as follows:

Please see attached letter dated March 5, 1973

Respectfully submitted,

Coral Corporation
Contractor

By Robert K. Lamm

CONSENT OF SURETY

Date March 5, 1973

We, THE TRAVELERS INDEMNITY COMPANY

....., as

surety on the bond guaranteeing the completion of the contract above-named and listed, hereby join in and consent to said request for an increase in the number of workdays, and hereby agree to remain fully bound as surety in all respects as if the number of workdays remained as stipulated in the original agreement.

James F. Darby
James F. Darby Attorney-in-fact
CORROON & BLACK-FORSGREN

(SEAL)

James F. Darby
James F. Darby Resident Agent

PHONE 656-0601
138 EAST HEREFORD STREET

Coral Corporation

P. O. BOX 258
GLADSTONE, OREGON 97027

March 5, 1973

Mr. A.W. Bates
Resident Engineer
P.O. Box 1128
Roseburg, OR 97470

RE: Garbage Dump I.C.-Jumpoff Joe Cr.
Contract #7754

SUBJECT: Request for Extension of Time

Gentlemen:

For the following reasons we hereby request an extension of time for the above referenced project, and the elimination of charged liquidated damages.

1. I believe the attached copy of Mr. Hughes' letter is self-explanatory, requesting 25 additional workdays. (Hughes & Dodd)

2. Mr. Loosley informs us that he could not work from Dec. 5 through 19th due to weather conditions. As of Dec. 5th there was approximately 300' of asphalt curb left to build. This was completed on Dec. 19th. Reference is also made to this in Mr. Hughes' letter, third paragraph. (Roseburg Paving)

3. Mr. Steeck informs us that all of his contract work was completed by Dec. 7th with the exception of punch list work which he received Dec. 12th. This work was completed as soon as weather permitted. (Steeck Electric)

4. Price agreement and extra work. Relocation of footings for signs #23 and 95, work done approximately October 6, 1972, time required - 1½ days. Revision to B.S.P.'s and secondary sign frame - P.A. #12, time required - 5 days.

The above represents 6½ days. (Coral Corporation)

5. Shop drawings for B.S.P.'s. This project bid on 5/25/72. On 5/26/72 we wrote requesting post sizes and lengths explaining problem with A.P.I. pipe. On 6/22/72 the bridge division in Salem advised us the size and length which allowed us to order the material, but we still could not prepare

shop drawings because we did not have individual lengths or know sizes by sign numbers. On 6/22/72 we submitted drawings for approval on the limited amount of material we felt we could. Single B.S.P.'s and cantilevers. The B.S.P. drawings were returned 7/20/72 (five weeks) and the cantilever 7/24/72.

The post lengths for this project were received 7/28/72. On 8/7/72 we submitted drawings. These were sent back and received 8/31/72 (24 days).

We received the wood post sizes and lengths on 8/4/72. 89% of these were 4 x 6 x 16' and 18', requiring a special order. At this time all suppliers were quoting a 75 to 90 day delivery. (71 days after bid opening)

In comparison to the earlier project, Valley of the Rogue-Calif. line, bids opened 3/30/72 and we had verified sizes and lengths by 4/18/72. (3 weeks)

My only point in all of the above is that this project had to be completely engineered after the bid opening, requiring an extended amount of time before the state could furnish us required information. We do not wish to imply that there was tardiness on anyone's part. But the amount of prebid engineering on this project did not lend itself to a normal flow of required information on signing. If 30 days is normal, we feel the above reasons on this item alone should be worth 30 days additional time.

Summary: Due to the slow start of this project (engineering information required) and the extremely bad weather conditions encountered at the end we feel a time extension equal to the excess days of 23 is well within reason. Thank you for your consideration of the above. If any additional information is required, please advise.

Cordially,

Robert D. Laam

Robert D. Laam
Vice President

RDL/sls

CC: James F. Darby
Steeck Electric
Erosion Control
Hughes & Dodd
Roseburg Paving
Copeland Paving

7754

June 26, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM ORIGINAL SIGNED BY R. D. ASBURY
L. H. Young, Office Engineer

Federal-aid Project No. I-5-2(71)68

SUBJECT Request Change Order Approval

Contract 7754, Price Agreement No. 13

Project Garbage Dump Interchange-Jumpoff Joe Creek

Highway Pacific

Counties Douglas and Josephine

The contract work on this safety project is now completed and underrun by 20 percent the original contract amount. The contractor presented four claims in the amount of $75,406.63 as a result of substantial underruns in some of the bid items.

1. The Embankment in Place final quantity was 59 percent below the contract amount; 5,734 cubic yards of actual fill was divided into 63 different locations. Payment for finishing these areas was included in the unit price for embankment material. The unit cost of the work performed was therefore increased when the plan quantity of fill was not placed.

2. The 18-inch culvert item underran 54 percent. These were extensions of existing pipes scattered throughout the project. The quantity of the associated trench excavation was less than the plan amount at each site. Small unplanned

quantities of ditch excavation were added at scattered locations to complete some drainage installations. The contractor recovered less in pay from the smaller bid item quantities while his fixed costs for labor and equipment remained about the same to move into each site and coordinate with the other work items.

3. Preparation of a base surface for asphaltic concrete was required at two areas where use of the base rock bid item material was not necessary, yet the average amount of base rock indicated on the plans was placed at each site through the overall project. A claim for extra finishing on this item was rejected by the State.

4. The plan pay quantity for Breakaway Sign Posts underran 43 percent. Payment was made on the bid basis of $0.80 per pound of post installed. One hundred seventy-one locations were planned, whereas 156 were actually placed. The plan notes indicated that the size and length of each post would be determined after award of the contract. Sign locations were selected on cut slopes which reduced the estimated length of the uphill posts and the pay quantity. The shop fabrication and field installation costs for working on the cut slopes remained about unchanged while the poundage quantity for payment was reduced.

After analyzing the claims and further negotiation with the contractor, a tentative agreement on a lump sum adjustment in the amount of $44,500 for final and complete settlement of all claims on this project has been reached. This is believed to be justified and in our mutual best interest.

Attached for your review and analysis is a file that includes the contractor's claim letters, the State's correspondence, documentation and cost analysis. This has been discussed with the Area Engineer.

Your approval with full participation is requested.

JAB/ELJ:fw bb
cc: C. T. Keasey

7754 ○ ○ 5

Form FHWA 121 (Rev. 7-72)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Box 300
Salem OR 97308

DATE: June 25, 1973

In reply refer to: 10-35-DB

7754

SUBJECT: EHS I-5-2(71)68
Garbage Dump-Jumpoff Joe Creek Section
Time Extension

FROM : G. L. Green, Division Engineer

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon

I concur in the 23 day extension in time on the subject project for the reasons given in Mr. Coulter's June 19 memorandum.

G. L. Green

RECEIVED
JUN 28 1973
Office of
Assistant State Highway Engineer

RECEIVED
STATE HWY ENGR
JUN 26 '73
REFER TO
Orig. Coulter
6-27-73
FOR

Info	Inves	R/D	D/R	Sign	Act	File

NOTED
A. E. JOHNSON

6-28-73
cy / Keasey
Shirley
Dallaghan

7754

June 19, 1973

TO Glen L. Green, Division Engineer
Federal Highway Administration

FROM H. S. Coulter
Assistant State Highway Engineer

SUBJECT Request for Time Extension
Garbage Dump Interchange-Jumpoff
Joe Creek Section
Pacific Highway
Oregon Project EHS-I-5-2(71)68

Coral Corporation has requested a 23-day extension of their contract time. They offered five broad reasons for the request, three from subcontractors, part of which would be concurrent, plus two for their prime work. One major item covers all the time requested. Some useful dates and data are:

Bids opened	May 25, 1972
Contract awarded	June 2, 1972
Contract time started	June 20, 1972
Work started	July 10, 1972
160 calendar days elapsed	December 7, 1972 (Project 97% complete)
Project completed	February 1, 1973
23 calendar days at $150 per day =	$3,450 liquidated damages

The primary justification for the 23-day time extension is the State's delay in giving the contractor the details of breakaway sign postssizes and lengths as provided on Plan Drawing No. 28184. The two notes on this drawing are: "(1) Post size will be furnished by the engineer after contract award; (2) Post length will be furnished by engineer after contract award." (The job was advertised with a minimum of field engineering.) The pipe and size data for the posts was mailed to the contractor July 25, 1972 or 35 days after the calendar day count had started. A stop work order of four days

was given for the Fourth of July holiday leaving a remainder of 31 calendar days counted before the start of this major bid item, certainly time the contractor could not anticipate when submitting his bid proposal.

The contractor promptly mailed the shop drawings for the breakaway sign posts 13 days later on August 7. Coral Corporation received our approved shop drawings 22 days later on August 29. (At this point 66 days or 41% of the contract time had elapsed.) Contract work began promptly on the breakaway sign footings two weeks later. Also, two late price agreements (No. 7 and No. 12) made sign revisions which took three days to accomplish. Signing work was under way on through December in liquidated damages' time.

May we have your concurrence in granting this 23-day time extension.

JAB:fw/HSC kmb

bc: F. B. Klaboe
A. E. Johnson
C. T. Keasey
A. Shirley, Jr.
V. L. Gallagher

STATE COPY

7754 C 6-1-73 C 5

OSHD (Coulter)
Region
Wash DC

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	6	Douglas & Josephine	Oregon
DATE OF REPORT	**REPORT MADE BY**		**PROJECT NO.**
6/1/73	T. P. Lowe, Area Engineer		I-5-2(71)68
COMPLETION DATE	**ACCEPTANCE DATE BY CONTRACT AGENCY**	**TIME ELAPSED**	**CONTRACT TIME**
2/1/73	3/28/73	114 %	160 days
APPROVED EXTENSIONS	**LOCATION**		
None	Interstate 5 from Garbage Dump Interchange to Jumpoff Joe Creek		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report. Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

JO CC 6-19-73

GARBAGE DUMP-JUMPOFF JOE CREEK SECTION
PACIFIC HIGHWAY
SAFETY IMPROVEMENT
Grading, Paving, Guardrail and Signing

COPY SENT JUN 18 1972 COPY SENT JUN 18 1973

REGIONAL OFFICE
Washington
STATE

1. **Acceptance**

The project has been completed in substantial compliance with the approved plans and specifications including authorized changes and extra work; therefore, acceptance is recommended.

2. **Time**

As noted on the final inspection report the contractor used 183 calendar days to complete the work. This exceeded contract time by 23 calendar days. No time extension was granted and therefore liquidated damages were charged on the final estimate for 23 days.

6-19-73 cc Tracey Young

3. **Significant Overruns and Underruns**

The significant underruns mentioned in detail on final inspection report are: Underrun of 18" CMP of approximately 50%, embankment-in-place approximately 50%, metal sign poles also approximately 50%, and other overruns and underruns are explained on attached sheets filed in the Division office. Total original authorization for the project was $804,510.42. The final contract amount is $632,370.34.

*NOTE: Not applicable for direct federal projects.

(more)

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE		SIGNATURE	
T. P. Lowe		G. K. Hossner	
TITLE	DATE	TITLE	DATE
Area Engineer	6/4/73	District Engineer	

RECEIVED JUN 19 1973 Office of Assistant State Highway Engineer

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

4. Claims

The contractor is expected to submit three claims namely: (1) Underrun of embankment-in-place. (2) Underrun of quantity of 18" CMP and associated trench excavation. (3) Payment for roadway preparation. These claims are presently being considered by the State and will be reported on later when the State makes its recommendations.

5. Project Description

The work performed under this project consisted of moving signs away from the travel lanes and installing break-away type bases, flaring guardrail ends into cut banks or false fills or away from the travel lane. The project consisted of numerous spot safety improvement locations on Interstate 5 between Garbage Dump Interchange south of Roseburg and Jumpoff Joe Creek crossing north of Medford.

RECEIVED
STATE HWY ENGR
JUN 19 '73
REFER TO
FOR

OREGON STATE HIGHWAY DIVISION

7754

HIGHWAY BUILDING • SALEM, OREGON • 97310

TO C. L. Green, Division Engineer
~~R. E. Simpson, Division Engineer~~
Federal Highway Administration

DATE May 17, 1973

FROM L. H. Young
Office Engineer

Federal-aid Project
No. BHS-I-5-2(71)68

SUBJECT Request Federal-aid Project Acceptance

Contract 7754, Work Completed February 1, 1973

Project Garbage Dump Intchge.-Jumpoff Joe Creek

Highway Pacific

Counties Douglas and Josephine

Acceptance: State Highway Commission March 28, 1973

Federal Highway Administration February 20, 1973

All participating work on this project has been completed.

The data listed below, a requirement of your acceptance of the project, is attached.

Materials Report, PR-47 (3 copies)
Laboratory Materials Certification
Statement of Underruns and Overruns
Progress Estimate and Cost Report, E-498
Contractor Wage Certification

BMW:pr

cc: V. E. Skoog

7754

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

May 8, 1973

State Treasury Department
103 State Capitol Building
Salem, OR 97310

Attention: Mr. Merle Crowe, Cashier

Gentlemen:

Re: Safekeeping Receipts Nos. 463,
494, 511 and 551
Coral Corporation

Contract No. 7754 to which the above receipts apply has been completed, and the Time Certificates of Deposits totaling $23,500 are no longer required.

All certificates deposited by Coral Corporation for Contract No. 7754 can be returned.

Very truly yours,

Vernon E. Skoog
Controller

By:

R. J. Hacek
Contract Accounting Supervisor

RJH:bl

cc: Coral Corporation
bc: C. W. Head
John Bond
Vince Gallagher
John Herr

NOTED
C. W. HEAD

7754

April 4, 1973

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen:

On April 2, 1973, we wrote to you concerning release of final payment on Contract No. 7754 awarded to Coral Corporation for work on the Garbage Dump Interchange-Jumpoff Joe Creek Section of the Pacific Highway in Douglas and Josephine Counties.

The total contract amount is $561,950.35 including $946.80 for work performed under force account.

Very truly yours,

C. H. Hand, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

ks

cc Coral Corporation
P. O. Box 258
Gladstone, Oregon 97027

bc C. T. Kassey
Walt Hart
V. E. Skoog
Attn: Dick Hacek
J. H. Versteeg

7754 — STATE COPY 2-20-73

OSHD (Johnson)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☒ FINAL INSPECTION ch

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	4	Lane	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
2-20-73	T. P. Lowe, Area Engineer	EHS-5-5-2(71)68

IN COMPANY WITH
Al Bates, Res Engr; J.H. Versteeg, Reg Engr; J.X. Wilson, Reg Const Engr, OSHD

QUALITY OF WORK*	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Unsatisfactory	114 %	100 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

RECEIVED
H. S. COULTER
MAR 14 1973
REGIONAL OFFICE

3-19-73 ay Const. by Young

GARBAGE DUMP--JUMPOFF JOE CREEK SECTION
PACIFIC HIGHWAY
Grading, Paving, Guardrail & Signing

1. **Completion Date**

The work was completed 2-19-73. The contractor used 183 calendar days to complete the work. Contract time specified 160 calendar days. The contractor is expected to request an extension of time in the near future.

2. **Final Contract Costs**

The total final contract cost will underrun the bid amount approximately 18%. Major contributors to this underrun are earthwork, 18" corrugated metal pipe and steel signposts. The earthwork involved constructing the "elephant mound" ends of guardrail placements in the median. Approximately 54% of the estimated quantity was used to construct adequate mounds. Due to the minor and scattered nature of this work it was not economical to cross-section prior to estimating quantities needed.

The 18" corrugated metal pipe was planned as lateral drain under the guardrail extensions throughout the project. During construction layout the Resident Engineer was able through various ingenious layout procedures to eliminate much of this lateral drainage pipe. He only used about 50% of the planned quantity.

There was considerable reduction in the quantity of steel used in the signposts (about 50% of plan quantity). It appeared the length of the existing signposts were used to estimate the quantity of new posts required. Actually most of these signs were moved up a backslope thus much shorter [illegible] were required to obtain the optimum required mounting height.

The contractor has indicated to the Resident Engineer that he will submit a claim due to the above mentioned underrun contract quantities.

STATE HWY ENGR
MAR 15 '73
REFER TO
RECEIVED

3. **Project Acceptance**

It was the general consensus of those present that the project had been completed in substantial compliance with the approved plans, specifications including authorized changes and extra work; therefore, I recommend acceptance.

FORM PR-33B (REV. 5-70) PREVIOUS EDITIONS WILL BE USED

7754

March 29, 1973

TO Oregon State Highway Commission

FROM V. B. Kleben
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7754, Work Completed February 1, 1973

Project Garbage Dump Intchge. - Jumpoff Joe Creek

Highway Pacific, Counties Douglas & Josephine

Type of Work Grade, Pave, Guardrail, Signing & Illumination

Contractor Coral Corporation

Recommended Acceptance Date March 28, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on April 17, 1973 for your formal concurrence.

VC:pr

cc: C. W. Head
A. E. Johnson
L. H. Young
C. T. Keaney
W. J. Hart
V. L. Gallagher

7754

FORM E-1 (REV. 12-66)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: GARBAGE DUMP INTRCHNG- JUMPOFF JOE CREEK		WEEK ENDING: February 9, 1973
		SECTION PREFIX: 610-1039
HIGHWAY: Pacific		COUNTY: Douglas and Josephine
NAME OF JOB: Garbage Dump Intr- Jumpoff Joe Creek	KIND OF WORK: Spot Safety	
CONTRACTOR: Coral Corporation	CONTRACT NUMBER: 7754	FEDERAL AID PROJECT NUMBER: EHS- I-5-2 (71) 68
DATE OF CONTRACT: June 2, 1972	DATE WORK STARTED: July 10, 1972	ESTIMATED COMPLETION DATE: February 1, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS: 160	CALENDAR DAYS USED: 183
	SPECIFIED COMPLETION DATE: December 7, 1972	PERCENT OF TIME ELAPSED: 114
PROJECT AUTHORIZATION: $ 804,510.42		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 740,620.57	ENGINEERING AUTHORIZATION: $ 63,889.85	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 560,550.00	ENGINEERING COST TO DATE: $ 68,554.50	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 78
ESTIMATED PERCENT: [redacted] UNDERRUN . . . . . 24 %	PERCENT OF AUTHORIZATION . . . . . 107 %	DATE PROJECT WAS COMPLETED: February 1, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.	Guardrail	
100	100	100		100		100%	

	GRADING	SURFACING	MAINTENANCE MATERIALS	[redacted]	PAVING
MILES IN PROJECT Total Length	54.3			4.98	54.3
MILES PARTIALLY COMPLETED	54.3			4.98	54.3
MILES COMPLETED	54.3			4.98	54.3
TOTAL ESTIMATED QUANTITIES (CONTRACT)	15,300 CuYd			30,650 LnFt	1,300 Ton
TOTAL QUANTITIES CORRECTED TO DATE	5,734.04			26,598	1,189
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	5,734.04			26,598	1,189
AVERAGE DAILY QUANTITIES	-			-	-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

none

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 4		0		
MONDAY 5		0		
TUESDAY 6		0		
WEDNESDAY 7		0		
THURSDAY 8		0		
FRIDAY 9		0		
SATURDAY 3		0		

Kenney
Bond
Jackman
Hardt
Johnson
Walker

RECEIVED
FEB 12 1973
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 4	No Work
MONDAY 5	No Work
TUESDAY 6	No Work
WEDNESDAY 7	No Work
THURSDAY 8	No Work
FRIDAY 9	No Work
SATURDAY 3	No work

REMARKS

This is the last weekly report for this project- Job was completed February 1, 1973. (Second Notification)

Semi Final Documentation is being compiled and will be submitted later.

SIGNED [signature] LOCATION Roseburg

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
January 19, 1973

RECEIVED
STATE HWY ENGR
JAN 22 '73
REFER TO
FOR
Info | Invest | W/D | DIR | Sign | Tr | Jr

7754

To: A. E. Johnson
Deputy State Highway Engineer

SUBJECT: Garbage Dump Interchange-Jumpoff
Joe Creek Section
Contract No. 7754
Concrete Shoulder Barrier

FROM: C. T. Keasey
Construction Engineer

NOTED
A. E. JOHNSON

Herewith for administrative consideration is our file concerning the proposal to add a concrete shoulder barrier with chain link fence on top through what has been called a serpentine cut within the project. The location is M.P. 109.4 just north of Myrtle Creek and is on the southbound. The subject contract is a safety project primarily covering upgrading of guardrail and signing through a 54-mile section. It does not include any new concrete median or shoulder barrier.

The Region requests consideration of adding a concrete shoulder barrier topped by a 4-foot chain link fence on the westerly side of the freeway at the base of a rock cut to intercept and contain material raveling off the slope. This would not prevent or contain the larger movements from the cut which could be classed as slides. There have been slides here which spilled clear into the northbound lanes. This can be corrected only by a major re-design of the slope and removal of significant amount of material which is beyond the scope of the current project. There is a future project called Dillard Junction-Myrtle Creek shown on the Interstate quarterly schedule for the first quarter of 1978 which would cover this location.

A five-year plus accident record is included in our file and shows no fatal accidents, a total of 8 accidents, but none in 1971 or the first ten months of 1972.

All of this material has been informally carried to the FHWA and we were advised that the proposed work would have to be non-participating.

For your further information, we have just secured the attached series of seven pictures taken through the subject area. Please note there are three warning signs for southbound traffic in advance of this cut warning of "Rocks".

The subject contract is almost completed and is currently under a stop work order but with 22 days liquidated damages alread accrued.

BP 82478-734

We believe the local FHWA Area Engineer and District Engineer have considered this matter quite thoroughly and we know of no new basis to present it to them for any further consideration. The contractor has made several recent inquiries as to our disposition of the Price Agreement which is included in this file and seeks an early answer.

J - 10 - 73
Never done -
Dead issue.
AEJ

JAB:fw

Enc.

ccJ. H. Versteeg

RECEIVED
JAN 19 1973
FOR FILING

OREGON STATE HIGHWAY DIVISION

7754

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE January 18, 1973

TO G. I. Green, Division Engineer
R. E. Simpson, Division Engineer
Federal Highway Administration

Federal-aid Project No. FHS-I-5-2(71)68

ORIGINAL SIGNED BY
R. D. ASBURRY

FROM J. H. Young
Programing Engineer

SUBJECT Request Change Order Approval

Contract 7754 Price Agreement No. 12

Project Garbage Dump Intchge. - Jumpoff Joe Cr.

Highway Pacific

Counties Douglas & Josephine

The agreement covers the revision of various sign posts and frames to fit the requirements in the field.

Attached are copies of a letter from the Regional Construction Engineer along with the justification of costs by the Bridge Section.

This work was tentatively recommended for approval by the Federal Highway Administration Area Engineer on December 20, 1972.

Your approval as of December 20, 1972 is requested.

Attach.

JK:dgk

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 551

Received for Account of Coral Corporation

Address P.O. Box 258, Gladstone, Oregon 97027

Date November 7, 1972

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit The Oregon Bank, Oregon City Branch, Oregon City, Oregon 4.5% Dated Nov. 2, 1972 Due 12-2-72	12175	1	6,000				6,000.00
							6,000.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7754, Garbage Dump Interchange - Jumpoff Joe Creek

Authority Chapter 746 O.L. 1971

Countersigned by _____ Deputy Cashier

_____ State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT **№ 511**

Received for Account of Coral Corporation

Address P.O. Box 258, Gladstone, Oregon, 97027

Date October 5, 1972

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit: The Oregon Bank, Oregon City Branch Dated 10-2-72 4.50% Original Maturity 11-1-72	12160	1	7,500.00				7,500.00
							7,500.00

Purpose of Deposit In lieu of retainage on State Highway Contract No. 7754, Garbage Dump Interchange- Jump off Joe Creek

Authority Chapter 746 O.L. 1971

Countersigned by Mark Brown Deputy Cashier

Robert W. Straub State Treasurer

SPECIAL INSTRUCTIONS

ISSION

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

Nº 494

SAFEKEEPING RECEIPT

Received for Account of: Coral Corporation
P.O. Box 258
Gladstone, Oregon 97027

Address:

Date: Sept. 6, 1972

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit The Oregon Bank, Oregon City, Oregon 4.50% Dated Sept. 1, 1972 Maturity 10-2-72	12146	1	7,500				7,500.00
							7,500.00

Purpose of Deposit: In lieu of retainage on State Highway Contract No. 7754, Garbage Dump Interchange- Jurgoff Joe Creek
Chapter 746 O.L. 1971

Authority

Countersigned by: Deputy Cashier

Robert W. Straub
State Treasurer

SPECIAL INSTRUCTIONS

OREGON STATE TREASURY DEPARTMENT

Salem, Oregon 97310

SAFEKEEPING RECEIPT

№ 463

Received for Account of Coral Corporation

Date August 2, 1972

Address P.O. Box 258
Gladstone, Oregon ~~97027~~

DESCRIPTION	BOND NUMBERS	QUAN.	DENOMINATION	THE FOLLOWING AND S.C.A. Month	Day	Year	PAR VALUE
Time Certificate of Deposit Dated July 28, 1972 The Oregon Bank Oregon City, Oregon 4½%	12128	1	2,500.00				2,500.00
							2,500.00

Purpose of Deposit In Lieu of retainage on State Highway Contract No. 7754
Garbage Dump Interchange-Jumpoff Joe Creek

Authority Chapter 746 O.L. 1971

Countersigned by [signature] Deputy Cashier

[signature]
State Treasurer

SPECIAL INSTRUCTIONS

7754

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
7-22		Oregon
PROJECT REPORT NO.	FEDERAL-AID PROJECT AGREEMENT (PPM 21-7)	COUNTY
3	6-10-72	Douglas & Josephine
		PROJECT NO.
		EHS-I-5-2(71)68 Safety

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

I-5 Jumpoff Joe Creek, N. 54.34 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	5-3-72	0.0
OTHER (Specify)		

FUNDS Pro Rata 92.27%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 778,564	$ 718,381

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Deputy State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
Acting (Division Engineer)

G. L. Green

Date executed by Division Engineer JUL 10 1972

FORM PR-2 (REV. 2-71) PAGE 1 PREVIOUS EDITIONS ARE OBSOLETE

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal Aid Project
No. EHS-I-5-2(71)68 Safety

GARBAGE DUMP INTERCH.-JUMPOFF JOE CR. SECTION

ON THE PACIFIC HIGHWAY IN DOUGLAS & JOSEPHINE COUNTIES

Salem, Oregon, June 26, 1972

Project Agreement Estimate.

Type Code Y007
Roadway (MP 67.68 to MP 122.02)

Mobilization	All Required		$ 50,625.00
Temporary Protection & Direction of Traffic	All Required		23,270.00
Clearing ang Grubbing	All required		2,775.00
Removal of Structures and Obstructions	All Required		13,790.00
Ditch Excavation	560 cu.yd.	3.90	2,184.00
Embankment in Place	15,300 cu.yd.	4.45	68,085.00
Trench Excavation	1,700 cu.yd.	5.85	9,945.00
Furnishing & Placing Topsoil	550 cu.yd.	4.45	2,447.50
Watering	300 M-gal.	5.55	1,665.00
1"-0 Aggregate Base	6,800 cu.yd.	7.20	48,960.00
Class "B" Asphalt Concrete	1,300 ton	45.00	58,500.00
12-inch Culvert Pipe	106 lin.ft.	5.85	620.10
15-inch Culvert Pipe	44 lin.ft.	6.65	292.60
18-inch Culvert Pipe	5,480 lin.ft.	6.65	36,442.00
24-inch Culvert Pipe	74 lin.ft.	10.50	777.00
36-inch Culvert Pipe	12 lin.ft.	29.00	348.00
48-inch Culvert Pipe	22 lin.ft.	30.50	671.00
60-inch Culvert Pipe	18 lin.ft.	53.00	954.00
72-inch Culvert Pipe	12 lin.ft.	67.00	804.00
36-inch Paved Culvert End Slopes	1 only	280.00	280.00
48-inch Paved Culvert End Slopes	1 only	335.00	335.00
Concrete Manholes	2 only	500.00	1,000.00
Concrete Inlets, Type G-1	4 only	300.00	1,200.00
Concrete Inlets, Type M-E	30 only	445.00	13,350.00
Concrete Inlets, Type M-0	6 only	472.00	2,832.00
6-inch Drain Pipe	44 lin.ft.	2.75	121.00
Asphalt Curbs	3,100 lin.ft.	2.50	7,750.00
Loose Riprap, Class 100	24 cu.yd.	22.00	528.00
Roadside Seeding and Mulching	3 acre	540.00	1,620.00
			$352,171.20

Type Code Y101

Guard Rail, Type 2A	30,650 lin.ft.	6.00	$183,900.00
Guard Rail Anchors	140 only	195.00	27,300.00

Extra for Guard Rail Bridge Connection	3 only	260.00	780.00
			$211,980.00

Type Code Y002
Signing

Removal of Existing Sign Installation	All Required		$ 9,810.00
Painted Wood Sign Posts	All Required		6,950.00
Sign Support Footings	120 cu.yd.	140.00	16,800.00
Breakaway Sign Posts	81,250 lb.	0.80	65,000.00
Cantilever Sign Structure at MP 106.58	All Required		3,436.00
Type "A" and "B" Signs in Place	1,700 sq.ft.	7.50	12,750.00
Type "R" Signs in Place	51 sq.ft.	5.00	255.00
Type "E" Signs in Place	378 sq.ft.	5.00	1,890.00
Moving Type "A" and "B" Signs	All Required		7,025.00
Moving Type "E" Signs	All Required		1,795.00
			$125,711.00

Type Code Y030
Illumination

Frangible Aluminum Transformer Bases	35 only	245.00	$ 8,575.00
Concrete Light Pole Foundations	10 only	390.00	3,900.00
Roadway Light Pole and Luminaires	1 only	1,100.00	1,100.00
			$ 13,575.00
			$703,437.20
Flagging (60% of Contractor's Cost)	All Required		3,750.00
Temporary Erosion Control	All Required		100.00
On the Job Trainees (2)	All Required		1,600.00
			$ 5,450.00
	Subtotal		$708,887.20
	10% Engr. & Cont.		70,888.35
	Subtotal		$779,775.55

Credit for Salvage Guard Rail	80,770 lb.	0.015	(1,211.55)
	Total		$778,564.00

Length of Project - - - 0.0 mile

Retain in Program

Adjust Sprinkler System, MP 98.26	All Required	$ 500.00
	Subtotal	$ 500.00
	Engr. & Cont.	50.00
	Total	$ 550.00

Summary of Funds

Description	Total Cost	Federal Funds	State Funds
Roadwork	$778,564.00	$718,381.00	$60,183.00
Retain in Program	550.00	500.00	50.00
Total	$779,114.00	$718,881.00	$60,233.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.

State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 610-1039

Contract No. 7754

Group 1P - 100%

GARBAGE DUMP INTERCH.-JUMPOFF JOE CR. SECTION

Project No. EHS-I-5-2(71)68

Nonparticipating State Work

State Responsibility for Damages	All Required	$ 500.00

RECEIVED
JUN 2 - 1972
FOR FILING
7754

June 2, 1972

Coral Corporation
P. O. Box 258
Gladstone, Oregon 97027

Gentlemen:

The State Highway Commission on May 31, 1972, accepted your proposal on the Garbage Dump Interchange-Jumpoff Joe Creek Section of the Pacific Highway in Douglas and Josephine Counties for the sum of $703,437.20 and referred it to the Administrator of Highways with authority to award the contract as soon as approval of the Federal Highway Administration is received.

Approval was received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7754.

Contract forms are being prepared and will be mailed to you for execution.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

hl

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., Portland, Ore.
C. T. Keasey
Walt Hart
J. H. Versteeg
A. W. Bates
William Geibel (SAIF)

U.S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

5-12-72

TO:

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

	PROGRAM NO.	FEDERAL AID PROJECT NO. EHS-1-5-2(71)68
	ITEM NO. 1-697	STATE PROJECT NO. GARBAGE DUMP RD.--JUMPOFF JOE CREEK SECTION
		COUNTY NAME DOUGLAS & JOSEPHINE
		PROGRAM STAGE (Check) [ ] 1. [X] 2.

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 3, 1972	MAY 3, 1972	INTERSTATE ROUTE #5
		STATE ROUTE NUMBER PACIFIC HIGHWAY ROUTE #1

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOUR ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $3,750; TEMPORARY EROSION CONTROL $100; AND ON THE JOB TRAINING IN AMOUNT OF $1600 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

[X] OTHER (Specify)
CONTRACTOR'S FLAGGING $3,750.00
TEMPORARY EROSION CONTROL $100.00
ON THE JOB TRAINING $1,600.00

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [X] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS
MR. YOUNG'S MAY 2, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED.

PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

5-17-72

Young

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-12-72	G. L. Greene	For DIVISION ENGINEER

FORM PR-1240 (REV. 6-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
MAY 3 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7754

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 2, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT P.S. & E.

Complete P.S. & E. documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on May 25, 1972.

EHS-I-5-2(71)68	Garbage Dump Rd. Intchge.-Jumpoff Joe Cr. Section
EHS-I-80N-4(24)134	Arlington Section
EHS-I-80N-6(55)256	La Grande Section
EHS-I-80N-7(38)343	Lime Section
EHS-T-5025(20)	Portland City-Wide Traffic Signals (Unit "C")
EHS-T-5011(3)	Pacific Ave. at "B" Street (Forest Grove)
T-5022(1)	Newmark St.-S. City Limits (N. Bend)
BR-S-23-015(1)	Snake River (Adrian) Bridge

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 71 of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precaution to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with paragraph 7k of PPM 21-12, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing. This statement is supported by the attached right-of-way status reports.

On all the above interstate projects, rights-of-access, including utilities, to or from abutting property are either (1) denied by law; (2) have been acquired; or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the States contractor's operations. This statement is supported by the attached utility railroad status report.

Attach.

DAR:dg

FOR FILING

7754

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE April 24, 1972

TO J. H. Versteeg
Regional Engineer
Region 3
Roseburg

FROM R. W. Ellison
R. W. Ellison
Bridge Administration Engineer

NOTED
A. E. JOHNSON

SUBJECT Garbage Dump Interchange-Jumpoff Joe Creek Section
Pacific Highway
Douglas-Josephine Counties
Bridge No. 16024
Signing

Attached are two reduced prints of Drawings 27181 and 28183, which are advanced drawings for the signing on the above subject project. Please note that sign locations are shown by milepost rather than the normal engineering station; this is to coincide with milepost control used on the road plans.

Please have the resident engineer for this project take cross-sections at the locations indicated in the tabular data on Drawing 28183. We suggest that these be taken approximately ten feet down traffic from the existing location if possible so that new supports in place will not obscure vision of the sign at its present location. These cross-sections should start at the "fog line" and go out 60 ft. unless a right of way fence is encountered closer. A cross-section does not need to be taken for the cantilever sign structure at milepost 106.53.

We would appreciate these cross-sections as soon as possible so that supports can be designed and returned to the engineer for presentation to the contractor soon after contract award.

DOC/ag
Attachs.
cc A. E. Johnson

RECEIVED
APR 25 1972
OFFICE OF
STATE HIGHWAY ENGINEER

TRANSACTION NUMBER 3-88

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS
(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 3-23-72

BY (Signature): MR. ASBURRY'S MARCH 13, 1972 LETTER

TITLE: ASSISTANT PROGRAMING ENGINEER

CLASS OF FEDERAL FUNDS: ☒ FAI ☐ FAP ☐ FAU ☐ FAS ☐ OTHERS _____

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 697 THRU _____

ITEM NO.	PROJEC. NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
697	EHS-1-5-2(71)068	0.0	375,000	345,900	GARBAGE DUMP INTERCHANGE-JUMPOFF JOE CREEK SECTION.	MINOR GRADING, REVISE GUARDRAIL MEDIAN BARRIER, SIGNING & ILLUMINATION.

RECEIVED
MAR 29 1972
OREGON STATE HIGHWAY DIVISION

REMARKS (Division)

FOR FILING 7754

3-28-72
Young

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		3-23-72	R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO B. O.

FORM PR-1 (REV. 4-61)

FEDERAL-AID PR

(PPM 2

3-13-72

CARD 2	REPORT NUMBER (18)(20)	PROJECT LOCATION (45 typewriter spaces) 21			ADT	PRESENT	FUTURE (66)	YEAR (70)(71)				
	1	I-5 Jumpoff Joe Creek, N. 54.34 mi. 45				8,300	14,300	92				
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28 62			NATL. FOREST (63)(65)	FH ROUTE NO. (66)(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72)(73)	PL. AUTH (74)		
	G-Rail, Med. Barrier, Sign, Illum.								EHS			
CARD 4	CLASS OF FEDERAL FUNDS								COUNTY NAME			
	Interstate								Douglas & Jo			
	NAME OF URBAN AREA 17-31								ROUTE NO. I	FEDERAL-AID I-5		

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT CO TOTAL ESTIMATED COST	FEDERAL FUNDS
	(14-15)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (7
1							I-5 Jumpoff Joe Creek, N. 54.34 mi.			
5					PE					
5					ROW					
5					CONST (CODE) (Safety)		"Garbage Dump Intchge. - Jumpoff Joe Cr. Sec."	0.0	375,000	345,900
							PROJECT TOTALS	0.0	375,000	345,900
									(16)	(23)(24)

CARD	CODE	
1	1	PREPARED BY
1	14	PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

3-13-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
i.	ADT	8,300	14,300	92	10	Oregon	35	042	697

ROUTE	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I Projects Only POST MI.	DESIG.
				EHS		EHS-I-	5-2	(71)	068	

COUNTY NAME	CODE	PROGRAM STAGE
Douglas & Josephine	033 019	1 OR [X] 2

ROUTE NO.	FEDERAL-AID	STATE	U.S.
I	I-5	1	I-5

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
reek,						Gr. (Emb. in Place); install & revise minor drainage str., guard rail & median barrier. Update sign & illum. installation.
Intchge.- Sec."	0.0	375,000	345,900	29,100		ROW-250' min.; Access Control - full Parking Restrictions - complete.
ROJECT TOTALS	0.0	375,000	345,900	29,100		

REMARKS Additonal data: Items Ic, 8, 66, 72, 341, 355, 363, 370, 378, 379, 383, 391, 392, 405, B-84 & 317; Projects I-5-2(5), (7), (15), (17), (29), (32), (35), (37), (41), (42), (44), (46), (47), (48), I-5-3(30) & (54) respectively.

-Over-

USCOMM DUSCOMM-DC 48908-P61

GARBAGE DUMP INTCHGE. - JUMPOFF JOE CREEK SECTION

Remarks - continued

Project Data: The proposed work consists of (1) grading (embankment in place) basically for construction of earth median mounds and embankment widening for guardrail and barrier approach and treatment; (2) installing, removing and adjusting minor drainage structures, guardrail and median barrier installations to conform with present interstate safety standards; (3) replacing or modifying existing sign and lighting supports to breakaway type and where possible, move signs further back from the traveled way or mount signs onto undercrossing structures.

NOTE: The necessary landscaping of this section to conceal the construction scars caused by the safety work described above will be done under a separate project or projects in the future as "stage construction". The requirements of PPM 20-8, PPM 90-1, and IM 50-1-70 complied with on this section of highway includes all the elements necessary to complete this section even though some elements of the work are accomplished later under a separate project or projects.

Clearinghouse: Exempt from State, District 6 and 8 Clearinghouse reviews and comments under working agreements dated April 28, 1970, May 28, 1971 and December 1, 1970, respectively.

Public Hearings: None required under provisions of paragraph 6(c) of PPM 20-8.

Design Approval: The work under this project qualifies as "minor safety improvement" to update this section of I-5 to the safety standards recommended in the "Yellow Book", AASHO publication of February 1967, "Highway Design and Operational Practices Related to Highway Safety".

FHWA has indicated in previous correspondence that their acceptance of the standards recommended in the "Yellow Book" is considered tacit design approval for minor safety improvements.

Environmental St
approval is consi

NOTE: This proj
Safety Program"

Data for PR -37:

Unusual Circums
approximately on
approximately 50
breakaway bases.
enough of a facto

EEK SECTION

g (embankment in place)
embankment widening for
lling, removing and
dian barrier installations
replacing or modifying
l where possible, move
s onto undercrossing

nceal the construction
e done under a separate
". The requirements of
this section of highway
ction even though some
parate project or projects.

learinghouse reviews and
970, May 28, 1971 and

ragraph 6(c) of PPM 20-8.

as "minor safety
standards recommended
967, "Highway Design

heir acceptance of the
dered tacit design

Environmental Statement: Not required under the provisions of PPM 90-1, as design approval is considered to have been given prior to January 1, 1970.

NOTE: This project qualifies as an "EHS" project under IM 30-5-71, "Emergency Hwy. Safety Program", Section (b).

Data for PR -37: Douglas County - - - - - - - Estimated cost $300,000
Josephine County - - - - - - Estimated cost $ 75,000

Unusual Circumstance: The work under this project overlaps into Section I-5-3 approximately one mile and consists primarily of intermittent minor work involving approximately 500 lin. ft. of guard rail and adjustment of a few existing signs including breakaway bases. The work in the overlap is of minute cost and we feel this is not enough of a factor to justify the programing of a separate project under Section I-5-3.

7756 Seneca Rock Production Project, S. of John Day on John Day-Burns Highway 1972

5

7756

April 11, 1973

United Pacific Insurance Company
Fidelity & Surety Department
P. O. Box 1216
Tacoma, Washington 98401

Gentlemen:

A post-final payment for $1,500 will be made to Oregon Tractor and Equipment Co., Inc., on Contract No. 7756 for the Seneca Rock Production Project on the John Day-Burns Highway in Harney County as soon as the warrant is prepared.

The total amount paid on this contract will be $33,675.64 including the post-final payment. No force account work was performed on this contract.

Very truly yours,

C. V. Reed, Secretary
OREGON STATE HIGHWAY COMMISSION

By
R. M. Graham, Assistant Secretary

ds

cc Oregon Tractor & Equipment Co., Inc.
7606 N.E. Union
Portland, Oregon 97211
bc C. T. Kenney
Walt Hart
V. E. Skoog
Attn: Dick Macek
Wendall Schwartz

OREGON STATE
HIGHWAY DIVISION

7756

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 5, 1973

TO Oregon State Highway Commission

FROM F. B. Klaboe
State Highway Engineer

SUBJECT **Request for Time Extension**
Seneca Rock Production
Contract No. 7756

Oregon Tractor and Equipment Company, Inc., contractor on the subject project, has requested a 75-day extension of the contract time citing delay from weather (low humidity in fire season) on another project which he crushed ahead of this one, equipment problems, and adverse weather in the last days of the contract. The contract is dated May 31, 1972 and had a specified completion date of October 15, 1972. It provides for the stockpiling of 6,000 cubic yards of sanding material and 4,000 cubic yards of paving material. The project was actually completed December 27, 1972 with 73 days liquidated damages accrued at $75 per day for a total of $5,475.

The contractor did no work from December 3 through 17, 14 days, during the early December cold period. Even for Seneca, the cold was severe and could be considered as excluding the lapse of this contract time. The quantities actually crushed overran 8.45 percent of the contract time. This overrun justifies 6 days. The contractor's other reasons are not believed valid for justifying extension.

I have granted a 20-day extension of the contract time. This will leave 53 days liquidated damages in effect for a total of $3,975. This was a State project.

This matter will be on the agenda for your concurrence at the April 17 meeting.

cc: C. W. Head
G. M. Baldwin
A. E. Johnson
V. E. Skoog
H. S. Coulter
C. T. Keasey
W. E. Schwartz
V. L. Gallagher
Gary Sund

JAB:fw dpy

5

7756

April 5, 1973

Oregon Tractor & Equipment Co., Inc.
7606 N.E. Union
Portland, OR 97211

Gentlemen:

Your request for a time extension of 75 days on Contract No. 7756 for work on the Seneca Rock Production Section of the John Day-Burns Highway in Harney County, has been considered.

Careful consideration was given to the reasons you submitted. In light of the available facts and the provisions of the contract, an extension of 20 days is granted which will reduce the time liquidated damages on this project. This extension is for the early December unusually cold spell and the prorated average production time for the 845 cubic yards quantity overrun.

Very truly yours,

F. B. Klaboe
State Highway Engineer

cc: C. W. Head
C. T. Keasey
V. E. Skoog
W. E. Schwartz
W. E. Hoffman
V. L. Gallagher

JAB:fw dpy

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

April 2, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Request for Time Extension
Seneca Section Rock Production
Contract No. 7756

FROM:
John A. Bond
Construction Administration Engineer

	Info	FOR	REFER TO	APR 3 73	RECEIVED STATE HWY ENGR
	Inves				
	R/D				
	D/R				
	Sign				
	Act				
	File				

Herewith a revised version of a time extension for Oregon Tractor and Equipment Company. I believe we could legitimately recognize two reasons which would give some extension on this project.

The contractor did no work from December 3 through 17, or 14 days, during the early December cold snap. The weekly report notes temperatures down to a minus 8 degrees. Although Seneca can be one of the coldest places in the state in any winter, I think we could admit that last December was unusual. The contractor asked for one-half of a little different time span, but I would recommend granting the full 14 days for this unusual weather situation. This would be under the "Act of God" exclusion, a very judgemental area.

I note that the quantities actually crushed overran 845 cubic yards or 8.45 percent of the 10,000 cubic yard contract quantity. Although the State did not request this extra material, it gets the benefit of having it and it would not be improper to recognize some time associated with it.

The contractor's overall performance time on this project was 83 days. If we exclude the 14 days extreme cold weather recommended above when he did no work, it leaves 69 days for the actual performance. On this basis, the 8.45 percent overrun would be worth 6 days.

The contractor's other reasons concerning weather delay on an earlier job and equipment problems are not believed valid for justifying extension. I therefore recommend a 20-day extension which will leave 53 days liquidated damages in effect at $75 per day or $3,975. Rough draft letters on this basis to the Commission and contractor are attached.

JAB:fw
Attach.
cc V. L. Gallagher

RECEIVED
APR 2 1973
Office of
Assistant State Highway Engineer

SP*52476-734

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
February 8, 1973

To: H. S. Coulter
Assistant State Highway Engineer

SUBJECT: Seneca Rock Production
Contract No. 7756
Request for Extension of Time

FROM: John A. Bond
Construction Administration Engineer

Oregon Tractor and Equipment Co., Inc., contractor for the subject project, has requested a75-day extension of their contract time citing delay from weather (low humidity in fire season) on another project which they crushed ahead of this one, equipment problems, and adverse weather in the last days of the contract. The contract is dated May 31, 1972 and had a specified completion date of October 15, 1972. It provides for the stockpiling of 6,000 yards of sanding material and 4,000 yards of paving material. This was on a second bid opening. Bids were first called for April 13, 1972 at which time there were two bidders (N. A. Toole and W. H. Gregory) and both bids were rejected. The project was re-advertised for a May 25, 1972 bid opening at which time there were three bidders (Oregon Tractor, Toole and Taggart).

None of the reasons offered by the contractor would ordinarily be valid for justifying an extension. The Region recommendation correctly notes that our engineering costs overran significantly, and should be credited with liquidated damages. The project was actually completed December 27, 1972 with 73 days charged at $75 per day for a total of $5,475 liquidated damages.

The field also notes what they apparently regard as a precedent for granting time extension, a rock production job in 1971 where there was little or no actual justifiable reason under the specifications. They are referring to the Harper Junction Rock Production done by Toole. I note that our engineering underran on that contract. The State could not cite an immediate need for the stockpiled material and there had been a scarcity of small crushing bidders interested in our project, particularly those let later in the season. It was considered in the overall best interests of the State to be very liberal in granting a time extension in that situation. Those factors could still apply now on the subject project but here we have a heavy overrun of engineering costs.

RECEIVED
STATE HWY ENGR
FEB 9 '73
REFER TO
FOR
Info | Leaves | R/D | D/R | Design | [illegible] | File

RECEIVED
FEB 8 1973
Office of
Assistant State Highway Engineer

SP*52475-734

When the contractor did finally start work, he ran seven days a week and some double shifts but with intermittent progress due to equipment breakdown and poor weather in early December.

The latest cost data from the Contract Payment Unit shows that the engineering actually overran $3,674 which would equal 49 days of liquidated damages. We agree with the field's recommendation to grant extension for the balance which would be 24 days time extension. Rough draft letters to the Highway Commission and the contractor on this basis are attached.

JAB:fw
Enc.
cc V. L. Gallagher

FORM E-30 (REV. 10-69)

Routing: Kyle, Peace, Ford, Glenn, Walker, Litchfield, Johnson, Berg

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RECEIVED
JAN 29 1973
CONSTRUCTION SECTION

La Grande, Oregon
January 26, 1973

SUBJECT:

To:

C. T. Keasey
Construction Engineer

S A L E M

Contractor's Request for Increase
in Number of Workdays
Seneca Rock Production
John Day-Burns Highway
Contract No. 7756

Attached is Contractor's Request for Time Extension on the Seneca Rock Production Contract No. 7756.

The contractor is claiming delay on a previous job, his troubles with his equipment and the availability of parts, none of which, under the terms of the contract, are reasons for granting time extension. However, we feel that in view of the fact that the State has suffered no loss from the availability of materials, some consideration be given to a time extension in that a time extension was granted in November of 1971 on contract no. 7592 for this reason. However, the Seneca Rock Production project overrunning the time resulted in considerable engineering expense, now estimated to be $3,490 above the Project Authorization. At $75 per day liquidated damages, this would amount to approximately 47 days. The contractor is requesting 75 days and it is recommended he be granted 28 days, which is the difference between the 47 and 75 days. We do not feel that the State should suffer the loss of the additional engineering expense due to the time overrun on the project.

Horizon Jeff K.P. (N.A. Tools Austr.)

W. E. Schwartz
Regional Engineer

By

Alfred Shirley, Jr.
Regional Construction Engineer

AS:sh
Attachments

cc W. E. Hoffman

Apr. 13, 1972 bid opening: 18,000 / 55 / 23,000
2 bidders (Todd & D.H. Gregory)
both bids rejected. (Issue)

May 25, 1972 opening
3 bidders. (55,000) (53,000 under Todd)

specified Oct. 15, 1972 completion.
Started moving in Oct. 5 (only 10.4 % engrg. spent by then)
complete Dec. 27.

FORM E-50 (REV. 10-68)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

RE RCE RDE RDE JAN 26 1973 RDE RECEIVED REGIONAL OFFICE

John Day, Oregon
January 22, 1973

SUBJECT: Seneca Rock Production
Contractor's Request for Extension

To: W. E. Schwartz
Region Engineer
La Grande, Oregon 97850

Please find herewith six copies of form E-320, "Contractors Request for Increase in Number of Workdays" for subject project.

I do not see a valid reason for extension anywhere on this request. The contractor's problems with other projects and with the weather have no standing. The ones with suppliers might with proper documentation, but I'm sure they couldn't get it.

The sanding material was available to us on November 20, 1972, being 36 days after the October 15, completion date. This material was needed and no extension should be granted for this part of the overrun.

The paving rock was not a priority item. It took an additional 37 days to crush this. I know of nothing official that would allow a lack of immediate need for the material to be grounds for extension, but I do have the impression that it may have so figured in the past. It might possibly be allowable for the aforementioned 37 days.

I will say that the contractor's cooporation was commendable. Failing material was rejected without question, and sincere attempts made to bring the plant into specifications. He could have tried bulling his way through, forcing us to take bad material, and possibly getting by with a lesser penalty on this than he now has.

On balance, considering apparent prior practice, the difficulty in getting bidders on rock production jobs, and the fact of no immediate need for the material, I would recommend the granting of 37 days extension on this request.

W. E. Hoffman
Resident Engineer

OREGON STATE
HIGHWAY DIVISION

NOTED
R. HECTOR

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

October 28, 1971

Oregon State Highway Commission

Request for Extension of Time
No. 1
November 30, 1971

NOTED
A. SHIRLEY

NOTED
D. [illegible]

Gentlemen:

N. A. Toole Construction Company, contractor on the Harper Junction Rock Production project on the Central Oregon Highway in Malheur County, Contract No. 7592, has requested a 16-day extension of the specified completion date because it took longer than estimated to modify a crushing plant to meet the sanding material specifications.

NOTED.
C. O. FREDRICKSON

Bids on this project were opened May 28, 1971, and only one bid was received. The specified completion date was August 15, 1971. The contract was actually completed September 2, 1971, with 18 days liquidated damages accrued at $75 per day, or $1,350.

The impact-type crushing specified does require additional equipment that does not seem to be in general use yet. Bidding has been somewhat limited on small rock production projects. They are usually located in some of the more remote areas where there are no commercial sources available. The State has suffered no loss because of the late delivery of the sanding materials in this case.

I recommend that an 18-day extension be granted to delete all liquidated damages. This was a State project.

This matter will be on the agenda for your consideration at the November 30, meeting.

Very truly yours,

ORIGINAL SIGNED
R. L. PORTER

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
A. E. Johnson
Gary L. Sund
F. D. Morgan
V. E. Skoog
L. H. Young
H. S. Coulter

Form E-123

7756

March 8, 1973

TO Oregon State Highway Commission

FROM P. D. Kiahna
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7756 Work Completed December 27, 1972

Project Seneca

Highway John Day - Burns County Harney

Type of Work Rock Production

Contractor Oregon Tractor & Equip. Co., Inc.

Recommended Acceptance Date March 7, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on April 17, 1973 for your formal concurrence.

VG:dgk

cc: C. W. Read
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7756

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Seneca		WEEK ENDING: January 12, 1973
		SECTION PREFIX: 13-8325
HIGHWAY: John Day - Burns		COUNTY: Harney
NAME OF JOB: Seneca Rock Production	KIND OF WORK: Rock Production	
CONTRACTOR: Oregon Tractor & Equipment Co,, Inc.	CONTRACT NUMBER: 7756	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 31, 1972	DATE WORK STARTED: October 11, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS	WORK DAYS USED
	SPECIFIED CALENDAR DAYS	CALENDAR DAYS USED
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 153
PROJECT AUTHORIZATION: $ 63,089.50		
EXCLUSIVE OF ENGINEERING: $ 57,579.50	ENGINEERING AUTHORIZATION $ 5,510.00	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING $ 57,579.50	ENGINEERING COST TO DATE $ 8,894.75	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: OVERRUN / UNDERRUN ____%	PERCENT OF AUTHORIZATION 161 %	DATE PROJECT WAS COMPLETED: December 27, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT							
MILES PARTIALLY COMPLETED			½"-0 Material in Stockpile			4,293.41 Cu. Yds.	
MILES COMPLETED							
TOTAL ESTIMATED QUANTITIES (CONTRACT)			3/8"-0 Material in Stockpile			6,552.16 Cu. Yds.	
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE							
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME							
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	Jan. 7,			
MONDAY	7°, Overcast			
TUESDAY	10°, Snow			
WEDNESDAY	15°, Overcast			
THURSDAY	20°, Snowing			
FRIDAY	38°, Overcast			
SATURDAY				

Routing
Keasey — Peale
Pond — Glenn
Wall — Litchfield
Johnsen — Berg

RECEIVED
JAN 16 1973
CONSTRUCTION SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	January 7,
MONDAY	
TUESDAY	Mr. Shirley, made semi-final inspection at crusher site.
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

No activity all week.
Equipment needs to be moved out & site needs to be cleaned up.
Mr. Shirley at site Tuesday.
Semi-final estimate submitted Friday.
This will be the last weekly report on this project.

SIGNED W E Hoffman — LOCATION EM John Day
Resident Engineer

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

RECEIVED
JUN 2 - 1972
FOR

7756

June 1, 1972

Oregon Tractor and Equip. Co., Inc.
7606 N. E. Union
Portland, Oregon 97211

Gentlemen:

The State Highway Commission on May 31, 1972, awarded to you State Highway Contract No. 7756 in the amount of $55,000 for the Seneca Rock Production Project in Harney County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc C. T. Keasey
Walt Hart
W. E. Schwarts
Wm. Tiscm
Wm. Geibel (SAIF)

7757 Chiloquin (2nd Ave.) Section, 1972
(Grading and paving)

CIA 4398 - 1-5-7

Date February 13, 1973

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1972

Contract # 7757 Prefix 318-1708 Survey Prefix 318-1489

Street 2nd Avenue

City Chiloquin

Payments to Contractor (see attached voucher)	$ 21,269.60
Engineering and Contingencies	1,880.80
Survey: Total $ 3,517.42 Prorated Share	---
TOTAL	23,150.40
Agreed State Share	23,150.40
Agreed City Share	---
City Advance Deposit	---

Reference: Outside Billing None

RU

GON STATE HIGHWAY DIVISION

TRACT PAYMENT VOUCHER

/. 6-63)

COUNTY	CONTRACT NO.	ESTIMATE NO.	PREFIX NO
KLAMATH	7757	2 Final	

HIGHWAY: CITY STREET

FEDERAL AID PROJECT NO.:

SECTION: CHILOQUIN (2ND AVE)

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE	AM
N GENERAL EXCAVATION		LUMP SUM	3000.0000	100.000	
N AGGREGATE BASE	PA 2	CU YDS	7.3500	461.860	
N CLASS C ASPHALT CONCRETE	PA 2	TONS	12.7000	951.670	
N 12 INCH CULVERT PIPE		LIN FT	8.5000	64.000	
N CONCRETE INLET TYPE G 1		ONLY	450.0000	1.000	
N CAPPING INLETS		ONLY	50.0000	1.000	
N ADJUSTING MANHOLES	PA 2	ONLY	100.0000	4.000	
PRICE AGREEMENT ITEMS					
N ADJ CATCH BASIN		EACH	65.0000	1.000	
N EXTEND PROJECT	BI 2 3 & 7	LUMP SUM	600.0000	100.000	
FORCE ACCOUNT ITEMS					
N REMOVAL OF SOFT AREAS					

	TOTAL CONTRACT ITEMS
	% RETAINED ON CONTRACT ITEMS
	FORCE ACCOUNT
	TOTAL PAYMENTS

8 25 72 PG. 01 7757
ER NO.
5816
JP./sk
DITOR
B. J. Dunn

	CONTRACT NO.	ESTIMATE NO.	PREFIX NO'S.
	7757	2 Final	
	FEDERAL AID PROJECT NO.		

D AVE)

	UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
	LUMP SUM	3000,0000	100,000	3000,00	3000,00	
	CU YDS	7,3500	461,860	3394,67	3394,67	
	TONS	12,7000	951,070	12086,21	12086,21	
	LIN FT	8,5000	64,000	544,00	544,00	
	ONLY	450,0000	1,000	450,00	450,00	
	ONLY	50,0000	1,000	50,00	50,00	
	ONLY	100,0000	4,000	400,00	400,00	
	EACH	65,0000	1,000	65,00	65,00	
	LUMP SUM	600,0000	100,000	608,00	608,00	
				671,72	671,72	

RECEIVED
1 - [illegible]
FOR FILING

7757

September 1, 1972

Argonaut Insurance Company
250 Middlefield Road
Menlo Park, California 94025

Gentlemen:

On August 21, 1972, we wrote to you concerning release of final payment on Contract No. 7757 awarded to Klamath Paving Company for work on 2nd Avenue in Chiloquin in Klamath County.

Final payment on this contract is $1,029.89 and the total contract amount is $21,269.60, including $671.72 for work performed under force account.

Very truly yours,

C. W. Head, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc Argonaut Insurance Co.
707 S.W. Washington
Portland, Oregon

Ward Insurance Agency
149 - 12th Avenue West
Eugene Oregon 97401

Klamath Paving Company
P. O. Box 1180
Klamath Falls, Oregon 97601

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Herr
J. F. Putnam

OREGON STATE HIGHWAY DIVISION — **PROGRESS ESTIMATE**

SECTION CHILOQUIN (2ND AVE)
HIGHWAY CITY STREET
TYPE WORK GRADING & PAVING

6-28-72

COUNTY KLAMATH
A) 45 C-D
SPECIFIED COMPLETION B)
C)
CONTRACTOR KLAMATH PAVING CO
KLAMATH FALLS 976[illegible]

AWARDED 5 [illegible]
EXTENSION

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	P Q
001	COMMON EXCAVATIO	CUBIC YDS	3.00000	100000	300000	100000	300000	
002	AGGREGATE BASE CL A	TONS	1.3500	470000	634500	461000	622350	
003	CLASS C ASPHALT CONCRETE PLANT MIX	TONS	1.47000	900000	1143000	931670	1208521	
004	12 IN CULVERT PIPE	LIN FT	.5000	70000	35000	64000	32000	
005	CONCRETE CURB TYPE C 1	LIN FT	4.50000	1000	4500	1000	4500	
006	CAPPING (DUST)	CU YD	5.00000	1000	5000	1000	5000	
007	ADJUSTING MANHOLES	EACH	10.00000	3000	30000	4000	40000	
	TOTALS FOR ORIG. CONTRACT				1[illegible]79[illegible]		1[illegible]248	
	PRICE AGREEMENTS							
30101	ADJ CATCH BASI	EACH	6.00000			1000	6000	
30201	EXTEND PROJECT [illegible]	LUMP SUM	[illegible]0000			100000	[illegible]000	

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01 FORM E-498 (REV. 5-69)

AWARDED 5 31 72 F.A.P.

C-D

EXTENSION APPROVED

A) 34 C-D

USED B)

C)

CONTRACT NO. 7757

PREFIX 318 1708

ESTIMATE NO. 002

FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

IVING CO

ALLS 976.1

CORRECTED ESTIMATE		PERFORMED TO DATE 07/27/72		TO COMPLETE 07/27/72		GROUP PORN	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	300000	100000	300000			9N		
461860	339467	461860	339467			9N		
951670	1208621	951670	1208621			9N		
64000	54400	64000	54400			9N		
1000	45000	1000	45000			9N		
1000	5000	1000	5000			9N		
4000	40000	4000	40000			9N		
19248		992488						
1000	6500	1000	6500			9N		
100000	0 00	100000	0000			9N		

OREGON STATE HIGHWAY DIVISION 08/28/72 **PROGRESS ESTIMATE**

SECTION CHILOQUIN (2ND AVE) COUNTY KLAMATH AWARDED 05 31

HIGHWAY CITY STREET A) 45 CHD

SPECIFIED COMPLETION B) EXTENSION

TYPE WORK GRADING & PAVING C)

CONTRACTOR KLAMATH PAVING CO
KLAMATH FALLS 97601

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PE QU
	SUB-TOTAL F. A.					1730	
	TOTALS ALL EXCEPT F.A.					97830	
	FORCE ACCOUNTS						
601	FLAGGING 94001						
602	REMOVAL OF SOFT AREAS					7172	
	SUB-TOTAL F.A.					7174	
	* TOTAL PAY ITEMS			1927953		97696	
	ADD. ANTICIP. ITEMS						
94001	FLAGGING SW 1			10000			
98799	INCR PROJ AUTH-COMM ACT 8-8-72			351047			
98999	CONTINGENCIES			67208			
99999	ENGINEERING			193795		7304	
	GRAND TOTALS			2600000		105030	

RESIDENT ENGINEER ---------- DATE ---------- DIVISION ENGINEER

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02 FORM E-498 (REV. 5-69)

AWARDED 05 31 72 F.A.P.

5 CWD

EXTENSION

APPROVED A)

USED B) 34 CWD

C)

CONTRACT NO. 7757 WORK DONE TO:

PREFIX 318 1708

PAVING CO

FALLS

ESTIMATE NO. 002 ESTIMATED DATE OF COMPLETION:

FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 07/27/72		TO COMPLETE 07/27/72		GROUP POR N	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	7300		7300					
	20978		20978					
						9N		
	7172		7172			9N		
	7172		7172					
	212676		212676					
						9N		
	19304		3855		109105			
	232030		213813		109125			

DIVISION ENGINEER DATE

RECEIVED
AUG 21 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 18, 1972

7757 TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7757, **Work Completed** July 27, 1972

Project Chiloquin (2nd Ave.)

Highway City Street, **County** Klamath

Type of Work Grading and Paving

Contractor Klamath Paving Co.

Recommended Acceptance Date August 17, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 19, 1972 for your formal concurrence.

VG:dg

cc Floyd Query
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7757

FORM E-1 (REV 12-64)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

	SECTION: Chiloquin (2nd Ave.)	WEEK ENDING: August 5, 1972
		SECTION PREFIX: 318-1708
	HIGHWAY: City Street	COUNTY: Klamath
NAME OF JOB: Chiloquin (2nd Ave.)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Klamath Paving Co.	CONTRACT NUMBER: 7757	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 31, 1972	DATE WORK STARTED: July 17, 1972	ESTIMATED COMPLETION DATE: July 27, 1972
AVERAGE FORCE ON PROJECT FOR THE WEEK:	SPECIFIED WORK DAYS	WORK DAYS USED
MEN ---- SUPERVISION ----	SPECIFIED CALENDAR DAYS Work 45	CALENDAR DAYS USED Work 34
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED 76
PROJECT AUTHORIZATION: $ 22,189.53		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST 100
EXCLUSIVE OF ENGINEERING: $ 20,251.58	ENGINEERING AUTHORIZATION $ 1,937.95	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 21,269.60	Exp. this week 1,207.95 ENGINEERING COST TO DATE $ 1,937.95	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION Incl. Engr. 105
ESTIMATED PERCENT: OVERRUN ~~UNDERRUN~~ 5 %	PERCENT OF AUTHORIZATION 100 %	DATE PROJECT WAS COMPLETED: July 27, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD
100	100	100	100	100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.20	.20			.20
MILES PARTIALLY COMPLETED					
MILES COMPLETED	.20	.20			.20
TOTAL ESTIMATED QUANTITIES (CONTRACT)	100 %	470 CY			900 Tons
TOTAL QUANTITIES CORRECTED TO DATE	120%	462 CY			952 Tons
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	120%	462 CY			952 Tons
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER		WORK DAYS CHARGED	HOURS DELAY	Calendar Workdays CAUSE OF DELAY
SUNDAY	Part Cloudy-Warm				
MONDAY	Clear & Warm				
TUESDAY	"	"			
WEDNESDAY	"	"			
THURSDAY	"	"			
FRIDAY	"	"			
SATURDAY	"	"			

Routing

Kenney — Private

Bond — Glenn

Walker — Litchfield

Johnson — Berg

RECEIVED
AUG 8 1972
CONSTRUCTION
SECTION

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY	
MONDAY	See Remarks
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Office Personnel completed the semi-final estimate and mailed to Region Office this week.

This is the last weekly report for the project.

cc: Const (2)
Region (1)
File (1)

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

SP*F216

RECEIVED
JUL 31 1972

FOR FILING

OREGON STATE HIGHWAY DIVISION

7757

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 31, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Overrun in Project Authorization**
Contract No. 7757

Confirmation is requested of an increase in funding for the Chiloquin (2nd Avenue) City Street Allotment project in Klamath County, as verbally approved by the Chairman on July 19. This is Contract No. 7757, with Klamath Paving Company.

It is very desirable to extend the northerly limits of the contract project about one-half block in order to make the improvement reach an intersection with Sprague River Road. This was the original concept for the project which was shortened for contracting based on an estimate of the cost. The extension will be accomplished at favorable contract prices.

An addition to the authorization in the amount of $3,810.47 or 17.2 percent is required. This will make a new total project authorization of $26,000. The City has agreed to assume its share of this additional cost.

This matter will be on the agenda for the August 8 meeting.

JAB:fw 1a

bc Floyd Query
George M. Baldwin
F. B. Klaboe
A. E. Johnson
V. E. Skoog
C. T. Keasey
Gary Ross
Gary Sund
L. H. Young
V. L. Gallagher

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

July 24, 1972

To: A. E. Johnson
Assistant State Highway Engineer

SUBJECT: Chiloquin (2nd Avenue) Section
Contract No. 7757
Klamath County

FROM:
John A. Bond
Construction Administration Engineer

Approval was secured last week to extend the northerly limits of this City Street Allotment project by some 241 feet so as to make the street improvement reach a logical intersection with Sprague River Road. We understand that this was the original concept but the project was shortened when it was put out for bids based on an estimated cost.

The extension is being accomplished at contract prices and amounts to $2,546.80 which is 11-1/2 percent of the authorization. Some other unforeseen work on the original contract section added to the extension work makes a total expected overrun of 17.2 percent or $3,810.47 to a new project cost estimated to be $26,000.

Approval for this overrun funding and extension of the project was secured from the Chairman of the Highway Commission by Mr. Klaboe last week. Attached is a draft of a report to the Commission to confirm this action

Forms to Young

RECEIVED
JUL 25 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JAB:fw
Attach.
cc V. L. Gallagher

SP 52478-734

SCA

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Bend, Oregon 97701

DATE July 18, 1972

To: C. T. Keasey
Construction Engineer
S A L E M

SUBJECT: Chiloquin (2nd Avenue)
Contract No. 7757
Klamath County

FROM

J. F. Putnam
Regional Engineer

Herewith expected overrun of project authorization on subject project.

When the location data was submitted to Salem, the prices which were set at that time overran the amount authorized, and the project was shortened 241 feet to meet the money. Upon the letting of the contract it was found that the contract authorization was $2,800 under the $25,000 amount and upon instructions from County-City we were requested to contact the contractor to ascertain whether he would do the additional work at the bid item prices. He agreed to do so and upon computing the new estimate, we came up with a cost of $26,000. The City of Chiloquin has promised to pay the entire cost over the $25,000 authorization on the city allotment program, but not to exceed $1,000 of their funds. As the addition of the 241 feet will give the city a completed job, I recommend that we be allowed to overrun the authorization as noted.

A copy of the City of Chiloquin's letter, assuming the costs over $25,000, is attached. As this is a small, short-term job, we will need a quick reply to this request.

JFP:pb

Attached

cc: Ci Cox
E. J. Dunn

RECEIVED
COUNTY & CITY SECTION
JUL 19 1972
☑ ENGR. ☑ COOR. ☐ OE ☐ AE ☐ UE
☑ UPE ☐ CE ☐ RE ☐ RPE ☐

7757 C

Form E-372 (Rev. 10-66)

OREGON STATE HIGHWAY DEPARTMENT

Expected Overrun of Project Authorization

Project Chiloquin (2nd Ave.) Date July 12, 1972

Highway City Street Contract No. 7757

County Klamath Kind of Work Grading & Paving Contractor Klamath Paving Co.

	Authorized	Estimated
Contract Amount	$19,279.50	$21,218.30
Anticipated Items	100.00	1,443.95
Contingency (4½%)	872.08	969.54
Engineering	1,937.95	2,368.21
Credits	0.00	0.00
PROJECT COST	22,189.53	26,000.00
	NET INCREASE $	3,810.47

APPROVED BY STATE HIGHWAY COMMISSION DATE Aug 8 1972

MAJOR OVERRUNS AND UNDERRUNS (Describe Briefly)

(Indicate whether contract (C), anticipated (A), or unanticipated (U). Explain all unanticipated items)

	Expected Amount	Net Change
Aggregate Base (C) (Aggregate for shoulders for extension	$3,528.00	+ $ 73.50 ✓
3. Class "C" Asphalt Concrete (C) (A.C. for extension)	13,195.30	+ 1,765.30 ✓
Adjusting Manhole (C) (One needs adjusting for extension)	400.00	+ 100.00 ✓
P.A.#1 Adjust Inlet (U) (Missed inlet during location) because of snow	65.00	+ 65.00
P.A.#1 Excavate soft areas (A) (This was not put in the specials) and should have been	670.95	+ 670.95
Subgrade (U) (This is for the extension)	608.00	+ 608.00 ✓

Principal reasons for overruns (Continue on reverse side): Extending the project 241 ft. to its original length (Sta 27+00 to 29+41)

INSTRUCTIONS: A report on this form is to be submitted if and when it becomes evident that the project cost will exceed the original project authorization by more than five per cent and again if and when it becomes evident that the project cost will exceed by more than five per cent a subsequently approved increased project authorization. Submit five copies to Salem. After having been noted by the Deputy or Assistant State Highway Engineer, one copy will be sent to the Division Engineer and one copy to the Resident Engineer.

Submitted E. J. Dunn
Resident Engineer

Noted by
Construction or Bridge Engineer

Division Engineer

Noted by
Deputy or State Highway Engineer

RECEIVED
JUN 2 - 1972
FOR FILING

7757

June 1, 1972

Klamath Paving Co.
P. O. Box 1150
Klamath Falls, Oregon 97601

Gentlemen:

The State Highway Commission on May 31, 1972, awarded to you State Highway Contract No. 7757 in the amount of $19,279.50 on 2nd Avenue in Chiloquin in Klamath County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd [illegible], Secretary
OREGON STATE HIGHWAY COMMISSION

fkm

cc C. T. Keasey
Walt Hart
J. F. Putnam
E. J. Dunn
Wm. Geibel (SAIF)

RECEIVED
MAY 26 1972
FILING SP*28500-734

7757

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

SALEM, OREGON
May 26, 1972

SUBJECT: Special City Allotment Project
City of Chiloquin

To: Mr. J. F. Putnam
Region 4 Engineer

SEND

On May 25, 1972, bids were opened on the Second Avenue and Yahooskin Street Section in the City of Chiloquin. The apparent low bid of $19,279.50 was submitted by Klamath Paving Company of Klamath Falls.

The northwesterly end of Yahooskin Street, beyond the northerly end of the project, should be improved at this time. Improvement would require paving over an existing surface and some shoulder work. Applying the contractor's bid prices, this is estimated at $2,500 including engineering and contingencies. It appears this work could be done along with the project and remain within the $25,000 Special City Allotment.

Please initiate an Extra Work Order, or otherwise negotiate with the contractor to accomplish this additional improvement. This line of action has been approved by Mr. R. L. Schroeder.

Gary E. Zahner
Cities Engineer
County and City Section

GEZ:ljt

cc: R. L. Schroeder
A. E. Johnson
L. H. Young
C. T. Keasey

RECEIVED
MAY 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R. L. SCHROEDER

CHILOQUIN (2ND AVE.) SECTION

CITY STREET

KLAMATH COUNTY

5-25-77

State Project
0.20 Mile Grading and Paving

Bids Received May 25, 1972

1.	General Excavation	All Specified		$ 2,000.00
2.	Aggregate Base	470 cu.yds.	7.50	3,525.00
3.	Class "C" Asphalt Concrete	900 tons	14.00	12,600.00
4.	12-inch Culvert Pipe	70 lin.ft.	7.50	525.00
5.	Concrete Inlet, Type G-1	1 only	200.00	200.00
6.	Capping Inlets	1 only	75.00	75.00
7.	Adjusting Manholes	3 only	125.00	375.00
		For Comparison of Bids		$ 19,300.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$19,300.00	19,279.50
Anticipated Additional Items:		100.00
Flagging (State Share)	100.00	
	$19,400.00	19,379.50
Engr. & Cont. (14 1/2%)	2,813.00	2,810.03
Estimated Net Authorization, Constr.	$22,213.00	22,189.53

Klamath Paving Co.
Klamath Falls.

~~$19,475~~ Est. (Low)
2nd.
Approx 150 tons - A.C. - $2000 (complete St.)

5-25-77
Called Lloyd Peters, conveyed info.
He said the Mayor had talked with
Some are about 2 weeks ago about
extending this by negotiating with
contractor if bid was low.
-9-
D.E.J.

SAFECO INSURANCE COMPANIES
GENERAL INSURANCE COMPANY OF AMERICA
4347 BROOKLYN AVENUE NORTHEAST, SEATTLE, WASHINGTON 98105

BID RESULTS

PROJECT NO. SCB #9

Chiloquin (2nd Avenue) Section
Chiloquin, KLAMATH COUNTY

OWNER: Oregon State Highway Department

DATE: May 25, 1972 PAGE: 1 of 1

1. Klamath Paving Co. $19,279.50
2. Asphalt Paving Co. $23,520
3. _____
4. _____
5. _____
6. _____
7. _____
8. _____
9. _____
10. _____
11. _____
12. _____
13. _____
14. _____

QUANTITY		DESCRIPTION	Item No.	No. 1 UNIT PRICE	No. 2 UNIT PRICE	No. 3 UNIT PRICE
	L.S.	General Excavation	1	3,000	2,000	3,000.00
470	C.Y.	Aggregate Base	2	7.35	8.00	3454.50
900	Tons	Cl. "C" Asphalt Concrete	3	12.70	18	11,430.00
70	L.F.	12-inch Culvert Pipe	4	8.50	8	595.00
1	Only	Concrete Inlet, Type G-1	5	450	350	450.00
1	Only	Capping Inlets	6	50	50	50.00
3	Only	Adjusting Manholes	7	100	200	300.00
						19,279.50

S-403 R11 6/71

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BEN GIFFORD
4-11-72
SCA

Section Chiloquin (2nd. Ave.)
Highway City Street
County Klamath
Kind of Work Grading and Paving

Project Allotment $ 26,000
Project Length 0.20 mile
Completion Time 45 col. workdays
August 10th 72

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 19,300 —

Anticipated Additional Items:

Flagging (State Share)	$ 100 —	
Slide Correction		
Railroad Protective Costs (107.24)		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control (107.08)		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Adjust Utilities (105.06)		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages (107.25)		
		$ 100 —
		$ 19,400 —
Engr. & Cont. (14.5%)		2,813 —
TOTAL		$ 22,213 00
Credit for		
Estimated Net Authorization, Construction		$

D. L. Hall
Design Engr.

Coquina (2nd Ave.) Section
Grading and Paving
Estimate

Item	Unit	Quant	Unit Cost	Amount
General Excavation	All	All	Lump Sum	2000-
Aggregate Base	Cu. Yd	470	7.50	3525-
Class "C" 2½ Sack Concrete	Ton	900	14.00	12,600-
12 inch Culvert Pipe	Lin. Ft.	70	7.50	525-
Concrete Inlet, Type C-1	One	1	200.00	200-
Capping Inlets	One	1	75.00	75-
Adjusting Manholes	One	3	125.00	375-
			#	19,300-

☑ ENGR. ☑ COOR. ☑ GE ☒ AE ☑ UE
☑ [illegible] ☐ CE ☐ RE ☒ RPE ☐

SALEM, OREGON
February 9, 1972

Mr. Victor D. Wolfe
Location Engineer
BUILDING

Attn: Mr. P. L. Carstensen

SCA Project 1972
Second Avenue and Yahooskin Street
City of Chiloquin

The survey data on subject section has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission.

Gary E. Zehner
Cities Engineer
County and City Section

GEZ:ljt

Att. Survey data handed to P.L. Carstensen 2-9-72 G.E.Z.

RECEIVED

7757

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: ~~Yahooskin~~ Street and 2nd Avenue
Highway: City of Chiloquin
County: Klamath
Prefix: 318-1489

Res. Engr. E. J. Dunn
Approx. Length 0.25+ mile
Sta. Sprague River Rd. to Sta. Schonchin St.
Date February 2, 1972

Mean Truck A.D.T. 107.0
Traffic Coefficient 7.8
18 kip s. a. per day 39.3
(1)

Annual Precipitation 18"+
Frost Penetration 30"+
CBR Total Requirement 19.0"

Typical Soil

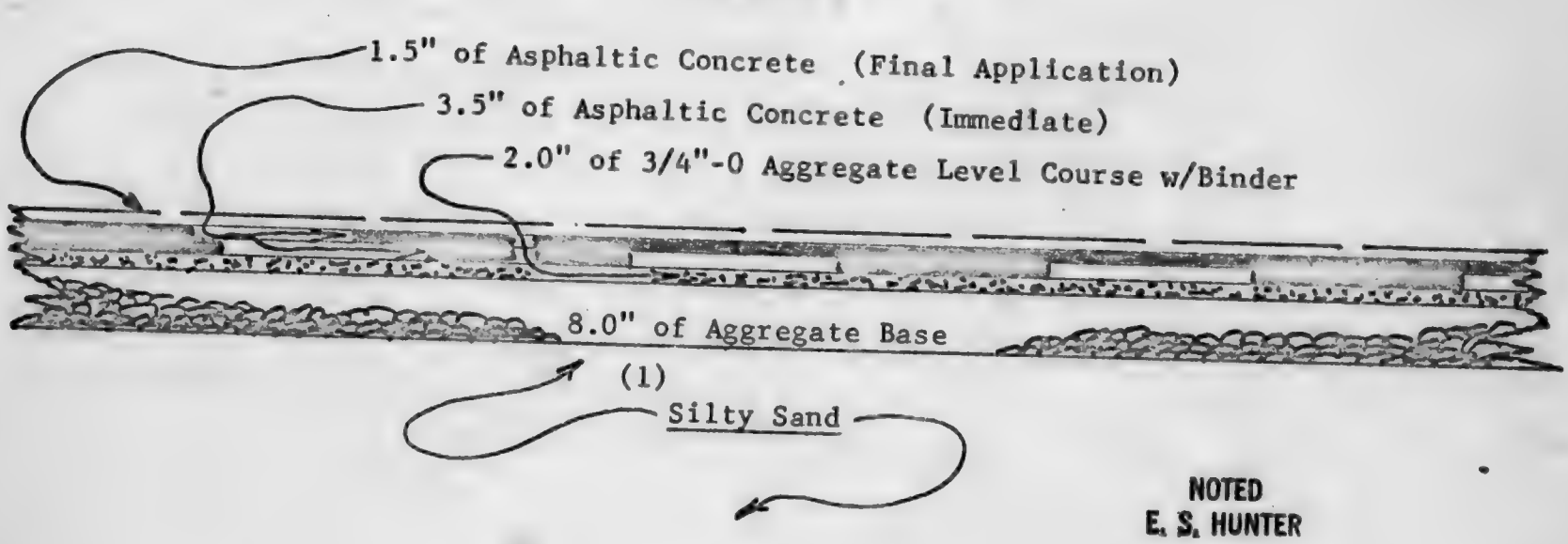
26	LL
0	PI
98	%P 10
37	%P 200
2	% Gravel
14	% C Sand
47	% F Sand
27	% Silt
10	% Clay
31	R Value
A-4	AASHO Classif.

Materials Source:

Commercial sources are available.

Credit	*Actual Thick.*	*Component*
3.0	1.5	A.C. (F.A.)
7.0	3.5	A.C. (I.)
2.0	2.0	A.L.
8.0	8.0	A.B.
20.0	15.0	

STRUCTURAL SECTION
NEW WORK


1.5" of Asphaltic Concrete (Final Application)
3.5" of Asphaltic Concrete (Immediate)
2.0" of 3/4"-0 Aggregate Level Course w/Binder
8.0" of Aggregate Base
(1)
Silty Sand

NOTED
E. S. HUNTER

-over-

Submitted by E. J. Dunn
Base Design Engineer

Recommended by J. H. Clinton
Engineer of Materials and Research

Recommended by Eric L. D. Wolfe
Location Engineer

Approved by E. S. Hunter
Asst. State Highway Engineer

[redacted]
Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

SECTION: Yahooskin Street and 2nd Avenue

HIGHWAY: City of Chiloquin

COUNTY: Klamath

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*

Recommend "ALL OTHER ROADS" be constructed to a total thickness equal to about one-half the depth of frost penetration or 15.0".

Remarks:

The "Existing Roadway" from Yahooskin Street (at Sprague River Road) and 2nd Avenue to Chocktoot Street consists of 2.5" asphaltic concrete pavement, 22' wide. The existing shoulders are 4' ± wide and about 2.0" to 4.0" low. A wider paved section may be obtained by restoring the shoulders to grade with aggregate level course and placing 3.5" asphaltic concrete to a 32' width.

2nd Avenue (from Chocktoot Street to Schonchin Street) ranges from 20' to 25' in width, and 20' of this may be salvaged with the addition of 3.5" asphaltic concrete overlay. Beyond 20' use the "NEW WORK" section.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

NEW WORK

1.0"	Asphalt Concrete	=	2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	=	1.8"	Aggregate Base
1.0"	Cement Treated Base	=	1.8"	Aggregate Base
1.0"	Oil Mat	=	1.1"	Aggregate Base
1.0"	Aggregate Subbase	=	0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	=	0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

CREDITS FOR EXISTING ROADWAY MATERIALS

1.0"	A.C. or Oil	=	1.5"	Aggregate Base
1.0"	Base	=	0.5"	Aggregate Base

TRAFFIC ANALYSIS

SECTION: Yahooskin Street and 2nd Avenue

HIGHWAY: City of Chiloquin

COUNTY: Klamath

700 Present ADT (19 72)

12 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	20	1.5	30	25	450	11,250
3	35	1.5	53	44	1000	44,000
4	0	---	--	--	1250	- - -
5	30	1.5	.45	38	3180	120,840
6	0	---	--	--	2570	- - -
				107	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 176,090

TWENTY YEAR EWL 3,521,800

TRAFFIC COEFFICIENT 7.8

SECTION: Yahooskin Street and 2nd Avenue

HIGHWAY: City of Chiloquin

COUNTY: Klamath

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: See remarks.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

No cost comparison made as this is a short (0.25± mile) project and traffic does not warrant the use of C.R.P.C.C.

Chiloquin (2nd Ave. & Yahooskin St.)
Chiloquin City Street
City Allotment Project
NARRATIVE

Klamath County

1 - 7 2

Prefix: 318-1489-901

In March of 1971 the City of Chiloquin requested this project, which is to be financed by Special City Allotment Fund and necessary City Funds. Funds which are available amount to $26,000. The estimate to construct this project is $24,366.00, as computed by this office.

The Southerly terminus of this project is at the intersection of Schonchin St. and 2nd Ave. The project then runs Northerly 0.25 miles to the North Terminus, which is at the intersection of Yahooskin St. and the Sprague River Highway. This is the designated truck route for the City of Chiloquin.

This will be primarily an overlay project with some minor grading and drainage work. The width of the existing pavement varies from 20-24 feet which will be widened to 32 feet. The typical section will have two 12 foot travel lanes with two 4 foot shoulders. A small paved "V" type ditch has been designed on the Easterly side from Schonchin St. to the Alley at Sta. 21+75 to alleviate a drainage problem.

A 3½-inch overlay with shoulder aggregate is the tentative design. The shoulder aggregate may be either ¾"-0 or 1"-0. The shoulder Aggregate will be used as both a leveling course and base course in areas, where required. The existing base is satisfactory and can be utilized.

Under the bid item Clearing & Grubbing the removal of one Pine Tree will be necessary. Due to the project being in the City of Chiloquin no clearing and grubbing chart was made. The tree location is shown on the Detail Map.

The contractor will have to work around two Power Poles on the East side between Sta's. 16+50 and 18+00. These poles are not in conflict with the roadbed section but do come in conflict with the extra wide paved area that is necessary to provide lateral drainage. Rather than move the poles it is anticipated the contractor can perform leveling course and paving work around the poles.

This work should be noted in the project Special Provisions.

A few base failures are evident by cracking and settlement which will have to be dug out and new material compacted back in. This will be under Bid Item No. 4, Excavation Below Grade.

Watering should be included in both Bid Items, Embankment in Place and Shoulder Aggregate, necessary to obtain the proper compaction. It will be up to the contractor to obtain a material source for the embankment although there will be some excavation on the project. This office computes the net excavation quantity to be 123 cubic yards and the embankment required 183 cubic yards.(Net) The contractor will be required to obtain 60 cubic yards plus the allowance for compaction.

The aggregate and asphalt will probably be hauled from a commercial source in Klamath Falls.

The bid items 8-inch & 12-inch Pipe should include trench excavation and the necessary work to connect to existing facilities.

One existing inlet will have to be sealed off with a piece of 3/8-inch thick steel plate welded to the existing frame.

R. J. Van Cleave, Geologist, made a soils study of the project 11/11/1971. This data was submitted to Regional Office. (copy included) The stationing was taken from the 1970 project (Chiloquin-2nd Ave. & Blocklinger Section.)

This location has been performed with snow on the ground and drainage problems are hard to see. We have talked to Lloyd Peters, Recorder-Treas., of the City of Chiloquin and he feels that we have taken care of the drainage problems, but in anticipation this office is adding $1,000.00 to the estimate for unforeseen drainage problems.

The unit bid prices have been discussed with the cost section.

E. J. Dunn
Resident Engineer

OREGON STATE HIGHWAY DEPARTMENT
QUANTITY SUMMARY & COST ESTIMATE

Sheet 1 of 1 Sheets

Section Chiloquin (2nd Ave. & Yahooskin St.) Unit
Highway City Street County Klamath Prefix 318-1489-901
Length 0.25 Designer E. J. Dunn Draftsman B. Branstetter Date Jan. 1972

Grading and Surfacing Items

Item	Unit	Net	10% Allow	Gross	Price	Amount
1. Temporary Protection and Direction of Traffic	Lump Sum	-	-	-	-	$800.00
2. Clearing and Grubbing	Lump Sum	-	-	-	-	500.00
3. Embankment in Place	Cu. Yd.	183	17	200	4.00	800.00
4. Excavation Below Grade	Cu. Yd.	36	4	40	5.00	200.00
5. Finishing Roadbed & Slopes	Lump Sum	-	-	-	-	100.00
6. Shoulder Aggregate	Ton	144	16	160	5.50	880.00
7. Class "B" A.C. incl. Asphalt	Ton	1,039	101	1,140	12.50	14,250.00
8. Asphalt in Tack	Ton	.7	.3	1	120.00	120.00
9. 8" inch Sewer Pipe incl. Trench	Lin. Ft.	30	3	33	5.00	165.00
10. 12 inch Sewer Pipe incl Trench	Lin. Ft.	52	8	60	7.00	420.00
11. Type "G-1" Inlet	Each	1	-	1	300.00	300.00
12. Adjust Manholes	Each	4	-	4	100.00	400.00
13. Cap Existing Basin	Each	1	-	1	70.00	70.00
Anticipated Items:						
Flagging						300.00
						19,305.00
Extra for unforeseen Drainage Problems						1,000.00
Contingencies and Engineering	20%					4,061.00
				Total		$24,366.00

FORM S-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

ADE | ADE | DOD | DE

NOV 17 1971

Portland, Oregon 97202
November 11, 1971

To: J. F. Putnam
Regional Engineer
Bend, Oregon

SUBJECT: Preliminary Soils and Material Report
2nd Avenue and Yahooskin Street
Chiloquin City Streets
Klamath, County

Base Design

The total length of this project is on streets that has been designated as a truck route by the City. It basically can be divided into two sections north, and south. The typical soil is a sandy silt represented by Laboratory No. 911748.

The surfacing on the north end of the section, consisting of one block on Yahooskin Street, and the first block on 2nd Avenue, appear to have been done recently. The surfacing is 22' wide and consists of 2½" of AC. No failures occur on Yahooshin, and only a few transverse cracks in the block on 2nd Avenue. Shoulders are 4-6' wide and are down 2-3 tenths. Three holes dug into them showed a depth of crushed gravels to 8" plus. The grade has been built up 2-3' and has drainage on both sides. This area appears that it can be overlaid to a 32' width with the addition of 3/4-0 leveling material on the shoulders.

The south end of the project, on 2nd between Chocktoot and Schonchin, has varing thickness of AC (2-4") over an old oil surface, and is badly patched and cracked. Installation of undergroung utilities have contributed to this in some areas, and likely some spots will have to be dug out and backfilled. Width of the surfacing varies between 20' (original) to 25'. It is paved to the sidewalk on the westside for approximately 75' south of Chocktoot Street. The shoulders on the westside consist of dirt to potholes and rutted dirty gravels, along with some thin AC patches. New work will have to be done on this side. The east shoulder, which is down about 2 tenths, has been leveled and some 4" plus of crushed material put on it to accommodate parking for the residents. Although the east shoulders looks fairly good it is felt that new work should be considered here.

A sketch is attached showing location of pictures taken and holes dug.

Soils Design

No foundation or drainage problems will be encountered.

Material Source.

Aggregate should be the responsibility of the contractor. Commercial sources are available.

R. J. Van Cleave

R. J. Van Cleave
Geologist

cc. F. W. Yarbough

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JAN 7 - 1972
FOR FILING
7757

January 5, 1972

MISC. CONTRACTS and
AGREEMENTS No. 7328

City of Chiloquin
City Hall
Chiloquin, Oregon 97624

Attention: Lloyd Peter
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a construction-finance agreement covering improvement of Second Avenue and Yahooskin Street in your city.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

fkm
Att.

cc H. S. Cox
(agree. att.)

RECEIVED

PREFIX NO. 318-1489

7757

1-3-72

LOCATION PROSPECTUS
CHILOQUIN (2nd AVENUE AND YAHOOSKIN STREET) SECTION
CITY STREET -- KLAMATH COUNTY

HIGHWAY: Chiloquin City Street.

TERMINI: The northerly terminus is at the intersection of the Sprague River Highway and Yahooskin Street. The southerly terminus is at the intersection of 2nd Avenue and Schonchin Street.

LENGTH: 0.25 mile.

PROGRAM: 1972 Special City Allotment Funds.

NARRATIVE: This will be a location survey to prepare plans, specifications and estimate for overlaying and drainage facilities of an existing alignment. Primary object of this project is to widen the existing surfacing and resurface it for the truck route in the city of Chiloquin.

CHARACTERISTICS: This is a city street which carries log trucks to a mill in the immediate vicinity.

TYPICAL SECTION: Two 12-foot lanes with 4-foot shoulders.

BRIDGES: None

MATERIAL: Materials to be provided from source obtained by contractor.

UTILITIES: City will arrange for any required adjustments.

AGREEMENTS: Agreement with the city of Chiloquin will be required.

January 3, 1972
Attachment
cc: J. F. Putnam (3)
A. E. Johnson
L. E. George
D. H. Moehring (3)
L. H. Young
H. S. Cox (2)
V. J. Johnson
R. W. Prentiss
C. G. Swenson
G. C. Wills
Tom Edwards
R. L. Schroeder
F. L. Hall
F. D. Morgan
J. M. Cartwright (2)
B. L. Gifford
A. D. Olson
J. A. Rowland
W. H. Tebeau
F. W. Yarbrough (2)
E. S. Hunter
R. N. Bothman
W. J. Hart (4)
V. D. Wolfe
R. N. Chase
W. N. Hackleman
R. E. Olson
R. E. Royer
F. E. Terpin

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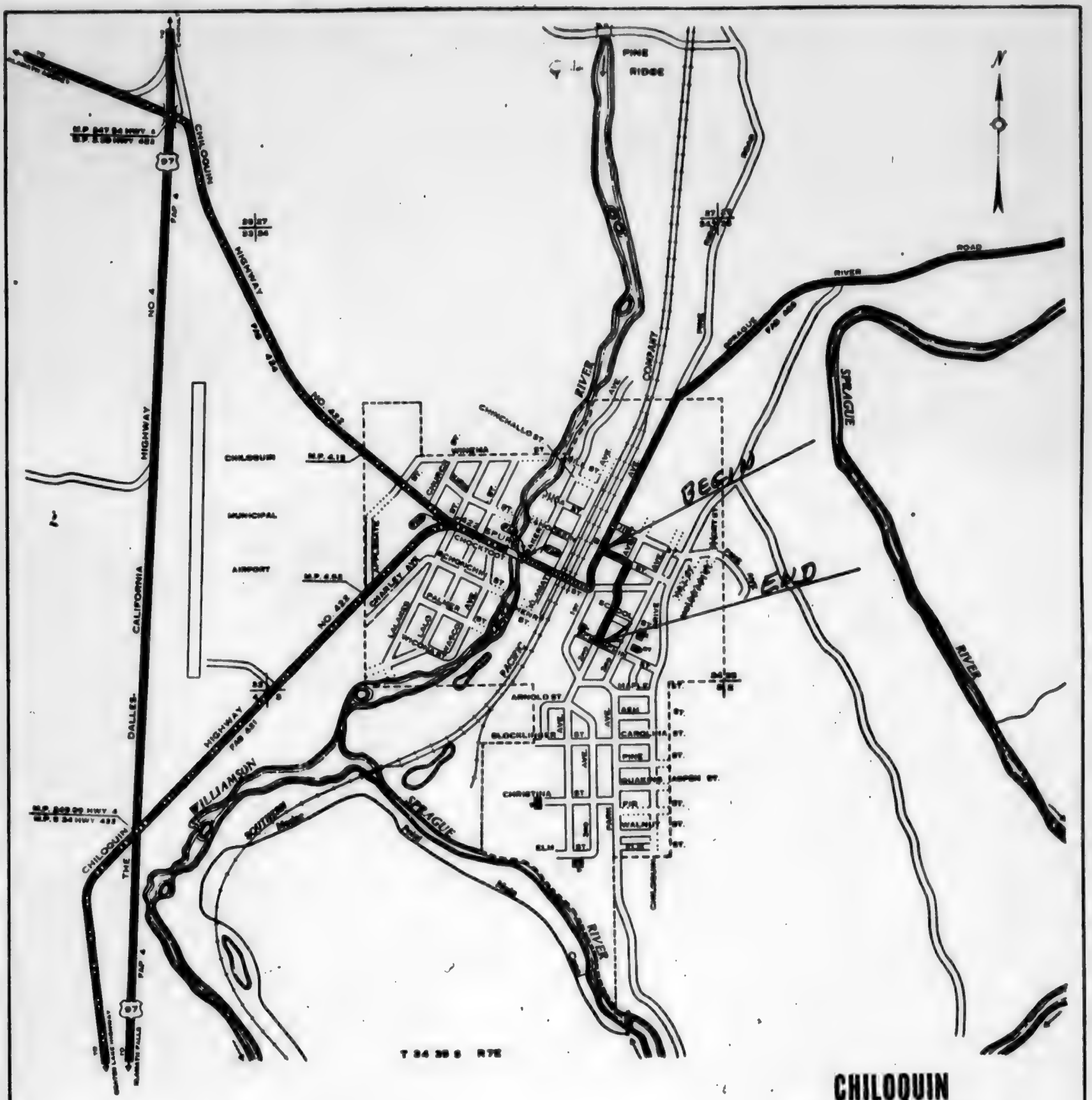
JAN 4 19[illegible]
OFFICE OF
STATE HIGHWAY ENGINEER



CHILOQUIN

KLAMATH COUNTY, OREGON

OREGON STATE HIGHWAY DEPARTMENT

Population 696 (1960)

Scale in Feet

Revised September 1962

LEGEND

- FEDERAL AID INTERSTATE SYSTEM
- FEDERAL AID PRIMARY SYSTEM
- FEDERAL AID SECONDARY SYSTEM-STATE
- FEDERAL AID SECONDARY SYSTEM-COUNTY
- OTHER FEDERAL AID SECONDARY-LOCAL
- TERMINATION OF FA SYSTEM
- TERMINATION OF ROUTE
- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

S.C.A. Investigation Data

City of Chiloquin Date 6/22/71 Div. IV
Population: 1966 910 — 1971 826
Street 2nd Ave & Yahooskin St from Schonchin St to Sprague River Road

No. previous projects 6
Last project 1970 (year)
Total SCA funds $ 76,932
Funds/capita $ 93.14
Average/capita $ 44.81

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel ___ Concrete ___
Surface width: ___ feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, R/W width: ___ feet
Remarks: The existg pvt needs to have a weak place (60 sq yds) dug out & replaced with new mat'ls. Then a 3½" A.C. overlay should restore the street. Yahooskin is wide enough to shape shoulders and overlay. The logs from Sprague River Rd are hauled to the mill over these two streets.

PROPOSED

Surfacing: A.C. X Oil ___ Other ___
Pave. width: ___ feet, Shoulder width ___ feet, C-C width: ___ feet
BASE DESIGN: A.C. 3½ inches, Leveling ___ inches, Base ___ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.245 mile, 1294 feet. Type curb: No curbs.
Remarks: I talked to Lloyd Peters. The proposed work is to be similar to the 1970 project

C.E. Layton

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 800
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	30	5.00	150
Concrete sidewalks	sq. yd.	—		
Trench excavation	c.y.	116	5.00	580
Watering	M-gal.	—		
Level material (3/4-0)	c.y.	17	8.50	145
Base material	c.y.	35	8.00	280
Asphalt	ton	1109	14.00	15526
Binder Tack Coat 1 ton @ 100.00	all	all	L.S.	100
Concrete inlets 6B-1	each	6	200	1200
Culvert pipe 12-inch Sewer Pipe	lin. ft.	125	7.50	938
Concrete curbs	c.y.			
15" C.M. Pipe	lin ft	125	9.00	1125
Adjust Manholes	each	4	100	400

*Items include 10% allowance

Total	$ 21,244
Perm. signing ($100/intersection)	100
Flagging	200
Total	$ 21,544
Engineering & contingencies (20%)	4309
Total	$ 25,853
City's estimated share of survey	53
TOTAL ESTIMATED COST	$ 25906

1600 × 85/2585 = 53

Say 26,000

Chiloquin 6/22/31
2nd Ave and Yahooskin St
from Schonchin St. to Sprague River Rd.
length 0.245 Mi = 1294'

Back hoe rental 8 hrs Dump truck rental 8 hrs.

Trench Exc $(285 \times \frac{3.25 \times 2.25 \times 1.1}{27}) + (125 \times 30 \times 2.0 \times 1.1) = 116$ C.Y.

Base in repair job:

Base $\frac{1.2}{3} \times 60$ Sq.Yds $\times 1.43 = 35$ C.Y.

Lev. Cs. $\frac{0.17}{3} \times 60 \times 1.43 = 5$ C.Y.

32' wide A.C. Paving $(13.00 \times 74.9) + (60 \times 3\frac{1}{2} \times 0.0602) = 987$ Tons

$(74 \times 25) - (\frac{25^2}{2} \times \frac{3.14}{2}) = 867$ □'

25' R 24 25' R

$\frac{867}{9} \times 3.5 \times 0.0602 = 20.3$ Tons $\times 6$ Connections $= 122$ Tons

$987 + 122 = 1109$ Tons A.C.

Extra under pavt	125'
12-inch Sew. Pipe	125'
15-inch " "	285'
6 68-1 Conc. Inlets	

Cr. Rock Sho. on Yahooskin

$A = \frac{0.6 \times 368 \times 1.43}{27} = 12$ C.Y.

Adjust 4 MH's.

Chiloquin 6/22/71

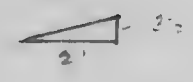
Chiloquin 6/22/71

Yahooskin

368'

No Extra

$3.68 \times 74.9 = 275$ Tons $\times 145 = 4000$



$\frac{0.3 \times 2 \times 368 \times 143}{27} = 12$ C.Y. @ = 108

Adjust 1 MH 100

$4,208

842

5050

884

275

1159 x 11 = $12,750

1159 x 14.5 = 16,800

4050 x 120 = 4860 higher

29,000

5000

$34,000

Exist'g 33' pav.
No Grav. Shd.

6/22/71
Chiloquin 2nd &
Yahooskin

00 Schonchin
&

0.855 School
0.10 Alley
0.12 Chocktoot

0.175 Yahooskin

0.245 Sprague River Rd

B 356

R E S O L U T I O N

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of Chiloquin is an incorporated city of the State of Oregon and has a population of 810 as given by the latest official census; and

WHEREAS, the following streets of said city, 2nd Ave from Schonchin St. to Yahooskin St. and Yahooskin St. from 2nd Ave to 1st Ave

RECEIVED
COUNTY & CITY SECTION
MAR 10 1971
ENGR. ☑ GEOGR. ☐ GE ☐ AE ☐ UE
UPE ☑ CE ☐ RE ☐ RPE ☐

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

4. That the City of Chiloquin does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate Lloyd Peters as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 8th day of March, 1971.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

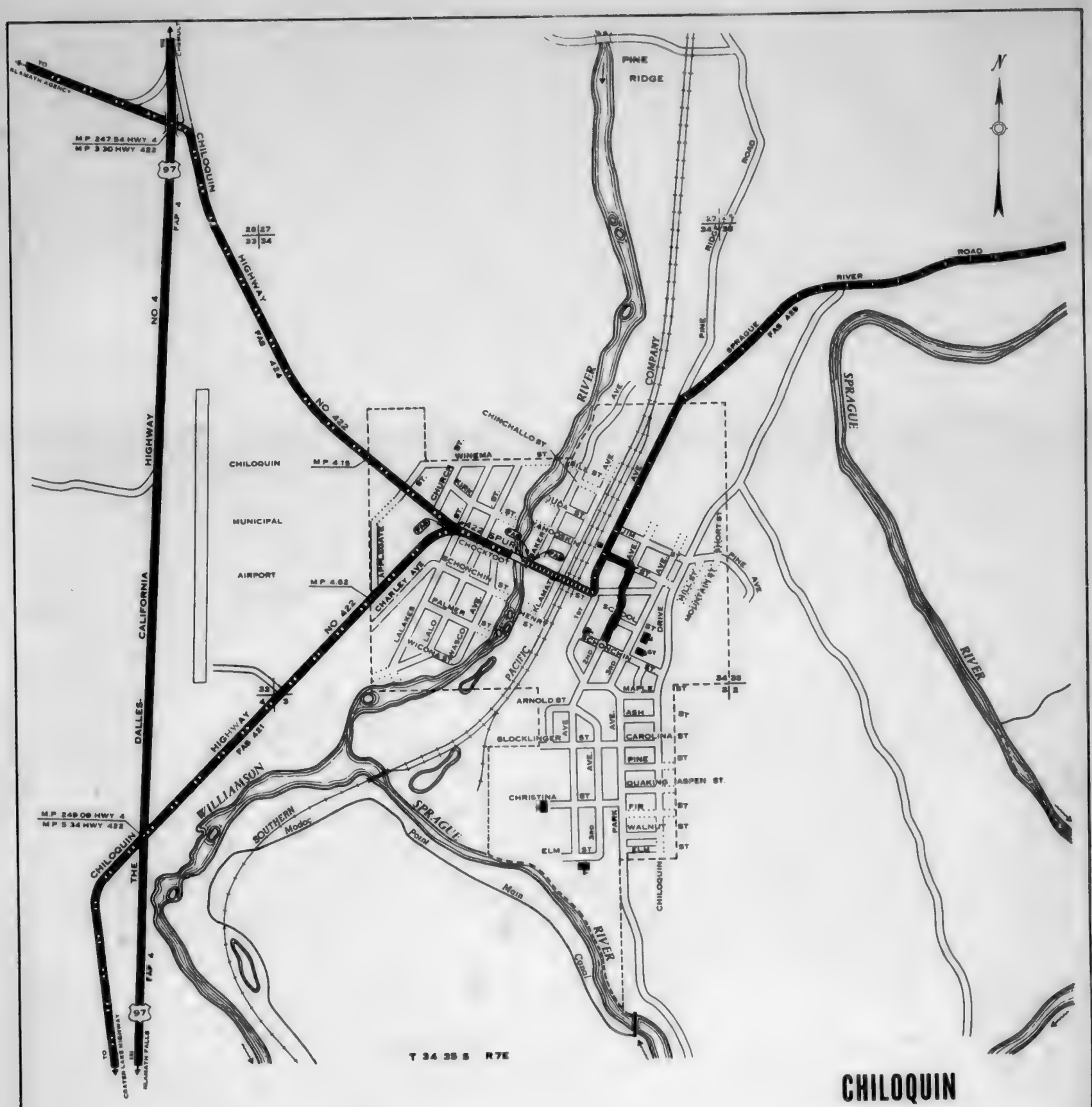
Mayor

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Chiloquin at a regular ~~or special~~ meeting of said Council, held on the 8th day of March, 1971, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 8th day of March, 1971.

City Recorder

(cc-50, 1959 Rev.)



CHILOQUIN

KLAMATH COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
COOPERATING WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 890
(Est.)

Scale in Feet

Revised September 1969

LEGEND

- FAI — FEDERAL AID INTERSTATE SYSTEM
- FAP — FEDERAL AID PRIMARY SYSTEM
- FAS — FEDERAL AID SECONDARY SYSTEM-STATE
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- DIVIDED HIGHWAY
- UNDIVIDED HIGHWAY-NO. OF LANES
- STREET OPEN FOR TRAVEL
- STREET DEDICATED BUT NOT OPEN

- INTERSTATE NUMBERED ROUTE (FAI)
- U.S. NUMBERED ROUTE
- STATE NUMBERED ROUTE

- POST OFFICE
- SCHOOL
- CITY CENTER
- R.R. DEPOT
- CITY LIMITS
- PUBLIC BLDG.
- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

RECEIVED
COUNTY & CITY SECTION
MAR 15 1971
☐ ENGR. ☑ COOR. ☐ GE ☐ AE ☑ UE
☐ CONST. ☐ MAINT. ☐ RE ☐ RW ☐

SCA

PROJECT DATA CITY OF Chiloquin Date 3/12/71

To be financed by Special City Allotment Fund and necessary city funds.

Street name 2nd Ave + Yahooskin Sts.
(Locate project on attached map.)

Project length 1250 ft

DESIRED STREET SECTION:

Standard roadway; width of travel way: 24? feet, width of shoulders: 3 feet

Curbed section; width curb to curb: — feet

Remarks No curbs

Surface now in place: Oil ✓ Paving — Gravel —

Present surface width: 21-24 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes — No ✓

State to furnish right-of-way descriptions? Yes — No ✓

Give width of intersecting streets: 40 + 60 ft

Are intersecting streets curbed? Yes — No ✓

Remarks

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes — No ✓

Width between present curbs: _____ feet

City to construct curbs? Yes — No —

To be constructed as part of project? Yes — No —

Length of desired radius on curb returns: _____ feet

Does city desire special type of curbs? Yes — No —

Explain: No curbs required

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes___ No✓

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes___ No___

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes___ No___

Are sidewalks to be constructed on both sides of street? Yes___ No___

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes___ No___

Is utility strip required? Yes___ No___; Width: _____feet

Remarks no sidewalks required

STORM SEWERS -

Now in place? Yes✓ No___

If yes, are they adequate for increased flow? Yes✓ No___

Indicate depth of main lines from present surface: 2-3 feet

To be constructed by City? Yes— No—

To be constructed as part of project? Yes— No—

[Show location of outfall on city map.]

SANITARY SEWERS -

Now in place? Yes✓ No___ [NOTE: City to adjust if required.]

If yes, indicate depth of sewers from present surface: 15-19 feet

Remarks All sewers have been previously constructed. There are some manholes which might be necessary to raise or adjust

WATER MAINS: (City to adjust if required.)

Now in place? Yes ✓ No ___

If yes, how deep from present surface? 3-5 feet

Remarks no watermains should interfere with construction

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes ___ No ✓

Asphaltic concrete? Yes ___ No ___

Portland cement? Yes ___ No ___

How many? _____

Must driveways be Portland cement to comply with city code? Yes ___ No ___

Is there a city ordinance specifying width and number of driveways permitted? Yes ___ No ___ (If yes, please include copy of ordinance.)

Remarks No driveways or approaches necessary

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No ✓

Electric poles? Yes ✓ No ___

Which company? Pacific Power & Light Co
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ✓ No ___

Which company? Brown St. Tel. Co

Railroad tracks? Yes ___ No ✓

Which company? _____

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks _____

SCA

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No ✓

Clearing? Yes ___ No ✓

Base rock? Yes ___ No ✓

Concrete curbs? Yes ___ No ✓

Driveways? Yes ___ No ✓

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes ✓ No ___

When available? Date 7/1/71

Has city established grade on street? Yes ✓ No already paved.
(If yes, please include copy of data.)

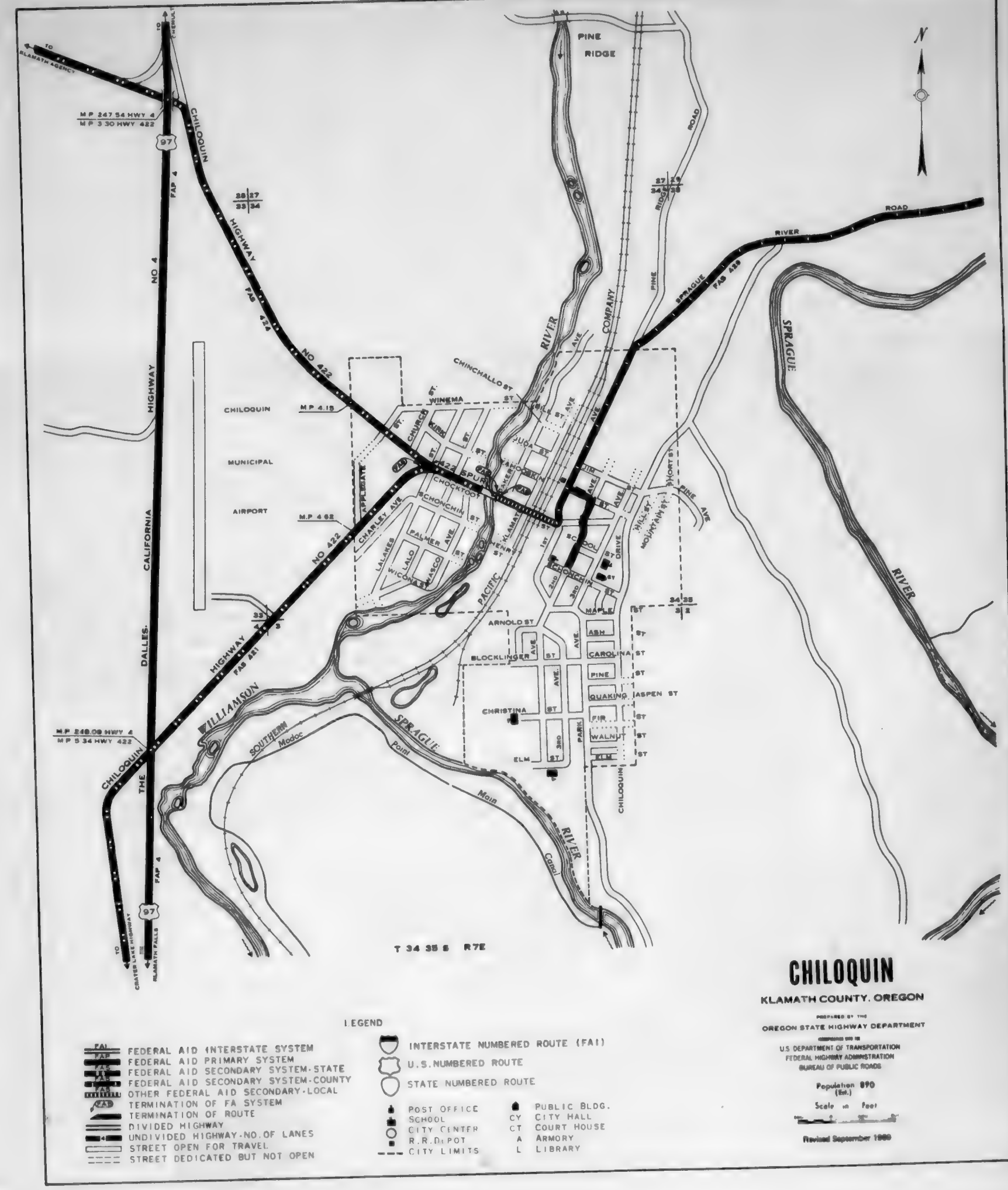
Please indicate site for disposal of excess excavated material: _____
may have plant if necessary

General remarks: This would overlay present street & widen to same width as 1970 - 2nd St. project.

By _____
Mayor

By Lloyd Otten
City Recorder or City Manager

By _____
City Engineer



CHILOQUIN

KLAMATH COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT
COOPERATING WITH THE
U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 890
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- CT COURT HOUSE
- A ARMORY
- L LIBRARY

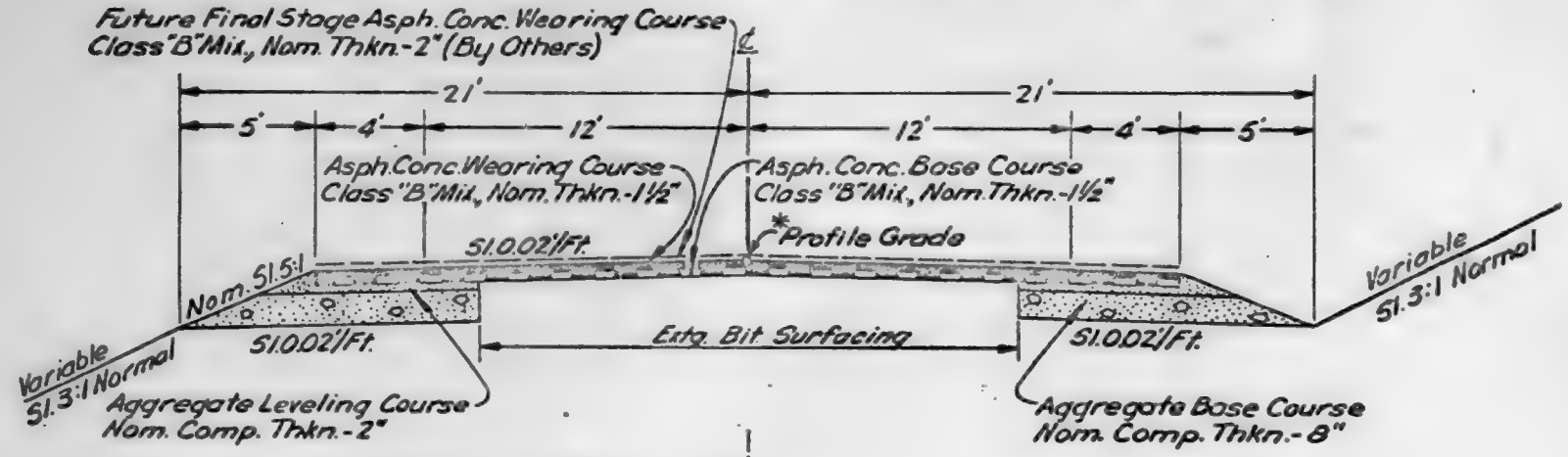
OF SHEETS
DESCRIPTION
Summary & Sketch Map

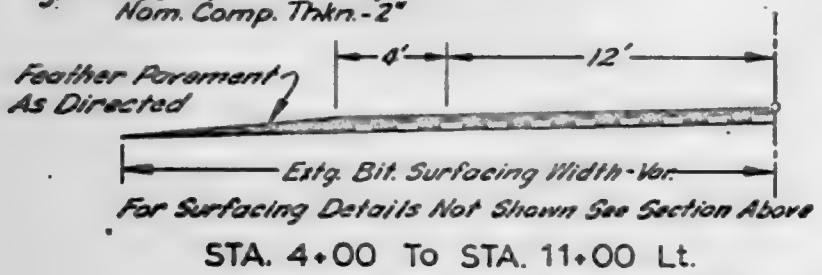
Identification Sign
U.P. Details

Overall Length Of Project 0.27 Mile

OREGON STATE HIGHWAY DIVISION GRADING & PAVING				10V-44
CHILOQUIN (2ND AVE & BLOCKLINGER) SEC. CITY STREET KLAMATH COUNTY				SHEET No. 1
FED. ROAD Div. No.	STATE	PROJECT NUMBER	DATE	TOTAL SHEETS
8	OREGON	STATE	June 1970	See Index

TYPICAL SECTIONS



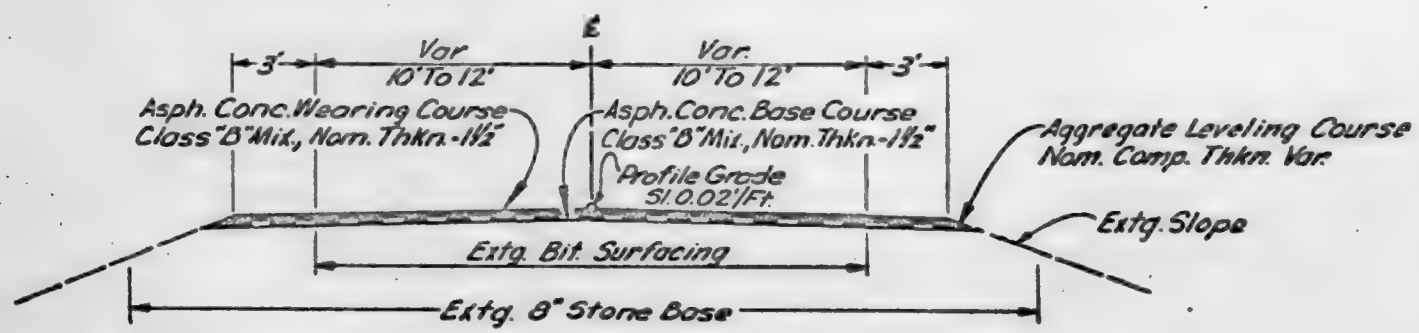


For Surfacing Details Not Shown See Section Above

STA. 4+00 To STA. 11+00 Lt.

STA. 3+00 To STA. 16+36

*Note:
Profile Grade Shown To Be Adjusted Where Directed To Provide 3" Thkn. Of Asph. Conc. Over Existing Pvmt. Including Abandoned RR Crossing Sta 10±



STA. 2+00 To STA. 3+00 (Taper Section)

loquin (2nd Ave. & Blocklinger St.) Section
Grading and Paving

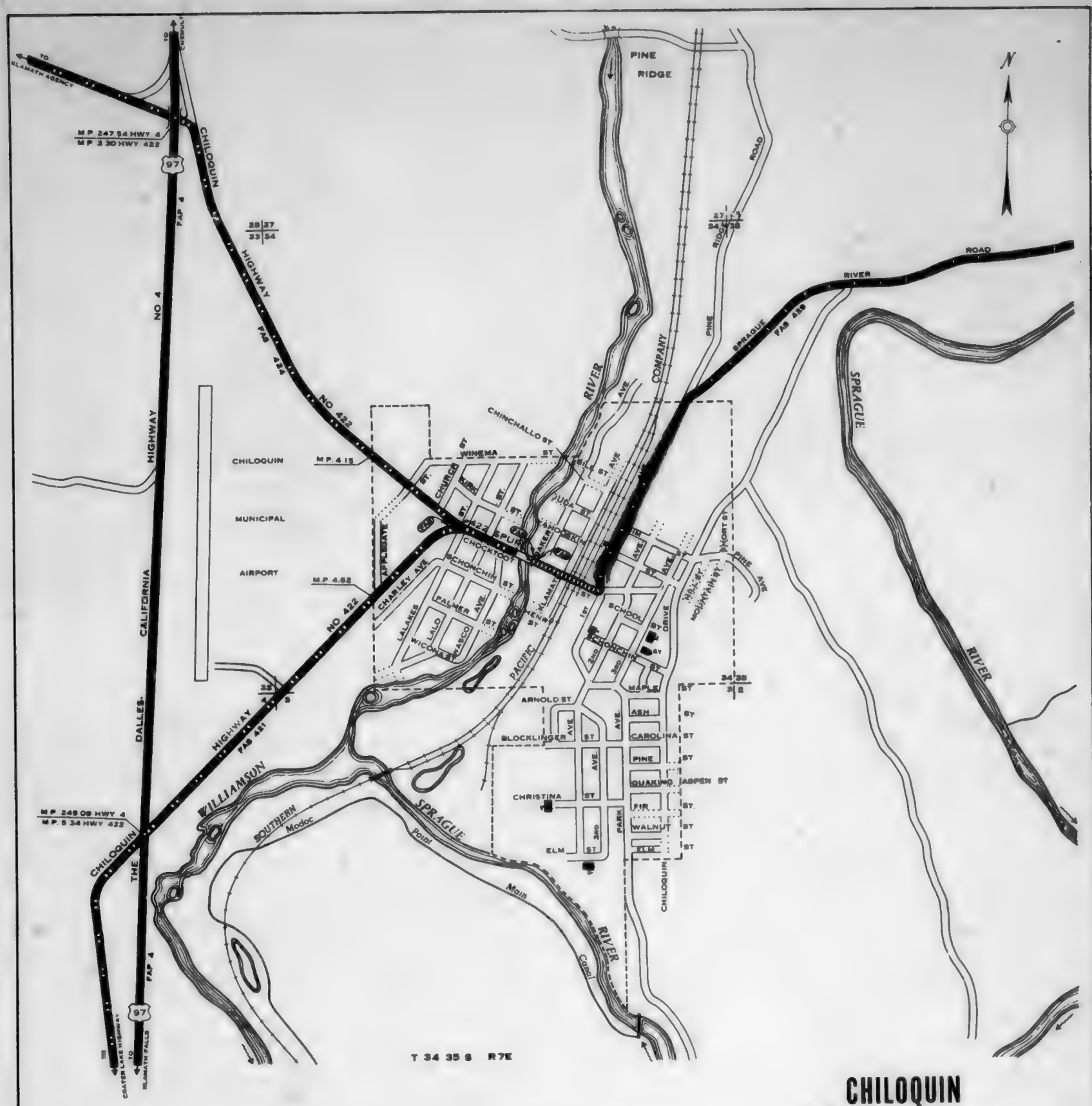
ITEM AND	QUANTITY	UNIT	UNIT PRICE	AMOUNT
GENERAL EXCAVATION	340.000	CU YDS	4.0000	1,360.00
COARSE AGGREGATE BASE	720.000	CU YDS	6.5000	4,680.00
3/4 IN-0 AGGREGATE BASE	170.000	CU YDS	7.0000	1,190.00
CLASS B ASPHALT CONCRETE	1,300.000	TONS	11.0000	14,300.00
12-INCH CULVERT PIPE	10.000	LIN FT	6.0000	60.00

ASPHALT PAVING CO
KLAMATH FALLS

Total amount of contract 21,590.00

0.27 Mi long
1970 job

3" AC overlay



CHILOQUIN

KLAMATH COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

Population 890
(Est.)

Scale in Feet

Revised September 1966

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- CY CITY HALL
- CT COURT HOUSE
- A ARMORY
- L LIBRARY

County Rds. within Corp. City limits Hwy'd

City:	Chiloquin
County:	Klamath
Region:	4
Population: 1966	910
1971	826
Previous Projects:	6
Previous Amount:	$ 76,932
Last Project:	1970

Proposed Project-1972: Construct an asphalt concrete overlay on 2nd Avenue and Yahooskin Street from Schonchin Street to 1st Avenue to provide a 32' wide pavement without curbs.

Length of Project: 0.25 mile. Base design: Existing course crushed. ~~8" level course.~~ Construct 3½" A.C. overlay.

Estimated Cost:	S.C.A.	City	Total
	$25,000	$1,000	$ 26,000

Remarks: The existing pavement is generally in good condition, but log hauling and other heavy trucking indicate the need for an A.C. overlay to maintain this condition. Improvement of this section will complete the truck route from the Sprague River Road to the mill.

Recommendation: Approval recommended.

7758 Drews Gap-Five Corners Section, 1972
of Klamath Falls-Lakeview Hwy.
(Paving)

RECEIVED
SEP 26 1972
FOR FILING

7758

September 22, 1972

The Travelers Indemnity Company
Fidelity & Surety Department
700 Main Street
Hartford, Connecticut 06103

Gentlemen

Contract No. 7758 awarded to J. C. Compton Company for work on the Brown Gap-Five Corners Section of the Klamath Falls-Lakeview Highway in Lake County was completed on August 10, 1972, and accepted by the Highway Commission on September 20, 1972.

Final payment in the amount of $26,868.69 will be released to the contractor after September 27, 1972. The total contract amount is $273,464.50 including $3,156.04 for work performed under force account.

No claims for labor or material have been filed with us.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc J. C. Compton Co.
P. O. Box 86
Baldwinville, Oregon 97128

bc C. T. Keasey
Walt Hart
V. E. Skoog
Attn W. L. Hosmer
J. F. Putnam

RECEIVED
SEP - 1972
FOR FILING

5

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7758

DATE September 21, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7758 , **Work Completed** August 10, 1972

Project Drews Cap-Five Corners

Highway Klamath Falls-Lakeview **County** Lake

Type of Work Paving

Contractor J. C. Compton Co.

Recommended Acceptance Date September 20, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on October 31, 1972 for your formal concurrence.

VG:bb

cc: Cecil Read
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Keasey
W. J. Hart

7758

5

FORM E-1 (REV 12-68)

OREGON STATE HIGHWAY DEPARTMENT

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE DIVISIONS

SECTION: Drews Gap-Five Corners		WEEK ENDING: August 26, 1972
		SECTION PREFIX: 19-1125
HIGHWAY: Klamath Falls-Lakeview		COUNTY: Lake
NAME OF JOB: Drews Gap-Five Corners	KIND OF WORK: Paving	
CONTRACTOR: J. C. Compton	CONTRACT NUMBER: 7758	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 31, 1972	DATE WORK STARTED: June 9, 1972	ESTIMATED COMPLETION DATE:
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: ------ SUPERVISION: ----	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS: Work 100	WORK DAYS USED / CALENDAR DAYS USED: Work 48
PROJECT AUTHORIZATION: $295,070.88	SPECIFIED COMPLETION DATE:	PERCENT OF TIME ELAPSED: 48
EXCLUSIVE OF ENGINEERING: $270,093.63	ENGINEERING AUTHORIZATION: $24,977.25	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $256,410.53	Exp. this week ENGINEERING COST TO DATE: $18,710.00	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: Incl. Engr. 94
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN: 5.07%	PERCENT OF AUTHORIZATION: 25 %	DATE PROJECT WAS COMPLETED: August 10, 1972

ESTIMATED PERCENT COMPLETE (ROAD WORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD
				100	100

	GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT				10.0	10.0
MILES PARTIALLY COMPLETED					
MILES COMPLETED				10.0	10.0
TOTAL ESTIMATED QUANTITIES (CONTRACT)			1790 CY	25 T	29800T-2250T
TOTAL QUANTITIES CORRECTED TO DATE			1676 CY	25.64T	29909T-2194T
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			"	"	" "
AVERAGE DAILY QUANTITIES					
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME					
NUMBER OF SHIFTS PER DAY					
HOURS PER SHIFT					

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	Calendar Workdays CAUSE OF DELAY
SUNDAY	Cloudy-Mild			
MONDAY	Partly Cloudy-Mild			
TUESDAY	Clear-Warm			
WEDNESDAY	Clear-Warm			
THURSDAY	Partly Cloudy-Warm			
FRIDAY	Clear & Warm			
SATURDAY	" "			

Routing: Keesey, Bond, Walker, Johnson, Pease, Glenn, Litchfield, Berg

RECEIVED
AUG 28 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	
MONDAY	See remarks
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

The Semi-Final was mailed to Region office August 25, 1972.
This is the last weekly report for this project.

cc: Const (2)
Reg. (1)
File (1)

SIGNED E. J. Dunn LOCATION Klamath Falls

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES.

RECEIVED
JUN 2 - 1972
FOR FILING

7758

June 1, 1972

J. C. Compton Company
P. O. Box 66
McMinnville, Oregon 97128

Gentlemen:

The State Highway Commission on May 31, 1972, awarded to you State Highway Contract No. 7758 in the amount of $274,725 on the Drews Gap-Five Corners Section of the Klamath Falls-Lakeview Highway in Lake County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fhm
cc C. T. Keasey
Walt Hart
Wm. Geibel (SAIF)
J. F. Putnam
E. J. Dunn

RECEIVED
APR 24 1972
FOR FILING

7758

DATE April 24, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Pavement Overlay Program**

At the April 4 meeting, you approved a pavement repair overlay program totaling $4,325,000. We have taken bids on all these projects, and the total commitment has been $3,944,000.

Due to this underrun, I recommend adding another project namely, from Hile Point 83 to 93 on the Klamath Falls-Lakeview Highway in Lake County. The work is estimated to cost $300,000.

I discussed this with Chairman Jackson on April 20 and secured his approval to proceed. The matter will be on the agenda for confirmation at the May 16 meeting.

TE:ms

cc Floyd Query
George M. Baldwin
F. B. Klaboe
L. P. Shaw
E. S.Hunter
L. H. Young
V. E. Skoog
J. F. Putnam
Ben Gifford
R. N. Bothman
Gary Ross
Gary Sund

Note: I have instructed Mr. Hunter to proceed with design preparation for this project.

7759 Veneta (5th Street) Section, 1972
(Grading and paving)

CVA 4-4-15 - 1-11-72

Date February 13, 1973

OREGON STATE HIGHWAY DEPARTMENT

ITEMIZED STATEMENT OF COSTS
SPECIAL CITY ALLOTMENT PROJECT

Program Year 1972

Contract # 7759 Prefix 320-1723 Survey Prefix 320-1447

Street 5th Street

City Veneta

Payments to Contractor (see attached voucher)	$ 17,572.41
Engineering and Contingencies	2,376.45
Survey: Total $ 1,417.97 Prorated Share	--
TOTAL	19,948.86
Agreed State Share	19,948.86
Agreed City Share	---
City Advance Deposit	---

Reference: Outside Billing None

RU

(72)

EGON STATE HIGHWAY DIVISION

NTRACT PAYMENT VOUCHER

EV. 6-63)

COUNTY	CONTRACT NO.	ESTIMATE NO.
LANE	7759	3 Fi

HIGHWAY	FEDERAL AID PROJECT NO.
CITY STREET	

SECTION
VENETA (5TH STREET)

ITEMS		UNITS	UNIT PRICE	QUANTITY TO DATE
9N GENERAL EXCAVATION		LUMP SUM	2400.0000	100.00
9N COARSE AGGREGATE BASE		CU YDS	4.8700	986.10
9N CLASS C ASPHALT CONCRETE		TONS	11.6500	492.35
9N 10 INCH CULVERT PIPE		LIN FT	5.5500	38.50
9N 12 INCH SEWER PIPE	PA 1	LIN FT	5.5500	458.00
9N CONCRETE INLETS TYPE G 1		ONLY	220.0000	5.00
9N 6 INCH DRAIN PIPE		LIN FT	3.5000	76.00
9N SPECIAL FILTER MATERIAL	IN DRAIN	CU YDS	7.5000	8.66
9N EXTRA FOR ASPHALT	APPROACHES	ONLY	35.0000	9.00
PRICE AGREEMENT ITEMS				
9N LOWER SEWER INST	BI 5	LUMP SUM	132.5400	100.00

	TOTAL CONTRACT ITEMS
	- % RETAINED ON CONTRACT ITEMS
	FORCE ACCOUNT
	TOTAL PAYMENTS

DR 28 72 PG. 01 7759

CHEK NO.
7561

CP/sk

AUDITOR
H. E. Mayfield

	CONTRACT NO. 7759	ESTIMATE NO. 3 Final	PREFIX NO'S.
	FEDERAL AID PROJECT NO.		

ET)

UNITS	UNIT PRICE	QUANTITY TO DATE	AMOUNT TO DATE	PREVIOUS AMOUNT	PRESENT AMOUNT
MP SUM	2400,0000	100,000	2400,00	2400,00	
YDS	4,8700	986,100	4802,31	4802,31	
NS	11,6500	492,350	5735,88	5735,88	
N FT	5,5500	38,500	213,68	213,68	
N FT	5,5500	458,000	2541,90	2541,90	
LY	220,0000	5,000	1100,00	1100,00	
N FT	3,5000	76,000	266,00	266,00	
YDS	7,5000	8,680	65,10	65,10	
LY	35,0000	9,000	315,00	315,00	
UMP SUM	132,5400	100,000	132,54	132,54	
TOTAL CONTRACT ITEMS			17372,41	17372,41	
- % RETAINED ON CONTRACT ITEMS			-	878.62	878.62
FORCE ACCOUNT					
TOTAL PAYMENTS			17,572.41	16,693.79	878.62

RECEIVED
OCT 1972

FOR FILING
FORM 6-20 (REV. 10-69)

2257

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 6, 1972

SUBJECT:

To: Metropolitan Engineer
Region Engineers

NOTED
A. E. JOHNSON

FROM: C. T. Keasey By KLB
C. T. Keasey
Construction Engineer

The attached letter from J. E. Wilson lists some of the current jobs on which we have been getting failing record test results on ductility of asphalt.

Since the Laboratory performs ductility tests on only the progress record samples, it will be necessary to send in job control back-up samples to determine the exact extent of failing tonnage in the instance where the progress record test is failing. The procedure to be followed in submitting these samples will be as outlined in Mr. Wilson's letter. If, in accordance with our standard penalty guideline procedures, an excess amount is failing, a Price Agreement is to be submitted to cover the non-spec material.

Failures on ductility have thus far been limited to the Arabian asphalts being supplied by Chevron Asphalt and Douglas Oil Companies since June of this year. However, it should be recognized that some of the smaller asphalt suppliers, such as "Blackline", do acquire their asphalt from the larger companies. Therefore, a check should be made on all jobs paved this year.

KLB:fw
Attach.
cc: A. E. Johnson
John Jenkins

RECEIVED
OCT 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

FORM H-30-X 12-67

OREGON STATE HIGHWAY DIVISION
INTER-DEPARTMENT CORRESPONDENCE

7759

Salem, Oregon
October 2, 1972

To: Mr. C. T. Keasey
Construction Engineer
O F F I C E

SUBJECT: Asphalt Cement Record Samples
Low Ductility

NOTED
A. E. JOHNSON

Test records for asphalt samples tested in 1972 from contract projects have been reviewed. It has been found that record samples from several projects do not consistently comply with specification requirements for ductility. Chevron Asphalt Co., the supplier, and Douglas Oil Co. have been contacted and the situation should be corrected for continued acceptance of their certificate of compliance. Since record samples do not represent a specific quantity of asphalt for penalty assessment and check samples are not normally tested for ductility, it is necessary that back-up check samples be tested for ductility.

All back-up check samples representing asphalt used during a period of time with low ductility as indicated by record samples should be submitted to the laboratory for ductility testing. In a case of one or more low ductility record samples, all back-up check samples obtained following the last record sample in compliance and until the next satisfactory sample should be submitted. This testing should provide documentation for penalty assessment or specification compliance.

The following is a list of projects which our records indicate as having used low ductility asphalt. Asphalt samples from other projects with low ductility should also be submitted for test as outlined above.

1. Jumpoff Joe Creek-Grants Pass Section #7561.
2. Olds Ferry-N. Fork Jacobsen Gulch #7670.
3. Veneta, 5th Street #7759.
4. Richland Inter.-S. Baker Interchange #7539.
5. Bubbs Ranch-Weatherby #7395.
6. Halsey Inter.-Lane Co. Line #7499.
7. Baldock Slough-Richland Inter. #7491.

RECEIVED
OCT 3 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

JOHN C. JENKINS
Engineer of Materials & Research

By J. E. Wilson

J. E. WILSON, Jr.
Asst. Engineer of Materials
and Research

JEW:eb

cc: A. E. Johnson
C. T. Keasey

RECEIVED
SEP 5 - 1972
FILE

7759

September 1, 1972

United Pacific Insurance Co.
P. O. Box 1216
Eugene, Oregon 97401

Gentlemen:

On August 25, 1972, we wrote to you concerning release of final payment on Contract No. 7759 awarded to Bunge Paving, Inc., for work on 34th Street in Veneta in Lane County.

Final payment on this contract is $870.62 and the total contract amount is $17,372.41. No work was performed under force account.

Very truly yours,

C. W. Read, Secretary
OREGON STATE HIGHWAY COMMISSION

dr

cc: United Pacific Insurance Co.
P. O. Box 1216
Tacoma, Washington 98401

Bunge Paving, Inc.
1165 Ruff Way
Eugene, Oregon 97401

bc: C. T. Keasey
Walt Hart
V. E. Skoog
Attn: John Harr
James Verstoeg

OREGON STATE HIGHWAY DIVISION

08/28/72 | PROGRESS ESTIMATE

SECTION VENETA (5TH STREET) | COUNTY L | AWARDED 05

HIGHWAY CITY STREET | SPECIFIED COMPLETION A) 45 CWD B) C) | EXTENSION

TYPE WORK GRADING & PAVING | CONTRACTOR BENGE PAVING, INC EUGENE 97401

ITEM NO.	ITEM NAME	UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	C
001	GENERAL EXCAVATION	LUMP SUM	2400000	100000	240000	100000	240000	
002	COARSE AGGREGATE BASE	CU YDS	4870	1250000	606750	986100	480231	
003	CLASS C ASPHALT CONCRETE	TONS	116500	500000	582500	492350	573388	
004	10 INCH CULVERT PIPE	LIN FT	55500	130000	72150	38500	21368	
005	12 INCH SEWER PIPE PA 1	LIN FT	55500	500000	277500	458000	254190	
006	CONCRETE INLETS TYPE G 1	ONLY	2200000	5000	110000	5000	110000	
007	6 INCH DRAIN PIPE	LIN FT	35000	120000	42000	76000	26600	
008	SPECIAL FILTER MATERIAL IN DRAIN	CU YDS	75000	20000	15000	8680	6510	
009	EXTRA FOR ASPHALT APPROACHES	ONLY	350000	6000	21000	3000	31500	
	TOTALS FOR ORIG, CONTRACT				1975900		1743987	
	PRICE AGREEMENTS							
30101	LOWER SEWER INST BI 5	LUMP SUM	1325400			100000	13254	

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 01 FORM E-498 (REV. 5-69)

AWARDED 09 31 72 F.A.P.

CWD

EXTENSION

APPROVED A) 40 CWD

VING, INC

97401 USED B)

C)

CONTRACT NO. 7792

PREFIX 320 1723

ESTIMATE NO. 00

FINAL

WORK DONE TO:

ESTIMATED DATE OF COMPLETION:

CORRECTED ESTIMATE		PERFORMED TO DATE 08/02/72		TO COMPLETE 08/02/72		GROUP PORN	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
100000	240000	100000	240000			9N		
986100	480231	986100	480231			9N		
492350	573588	492350	573588			9N		
38500	21368	38500	21368			9N		
458000	254190	458000	254190			9N		
5000	110000	5000	110000			9N		
76000	26600	76000	26600			9N		
5680	6510	5680	6510			9N		
9000	31500	9000	31500			9N		
	1743987		1743987					
100000	13254	100000	13254			9N		

OREGON STATE HIGHWAY DIVISION

08/28/72

PROGRESS ESTIMATE

SECTION VENETA (5TH STREET)

COUNTY [redacted]NE

AWARDED 05 31

HIGHWAY CITY STREET

SPECIFIED COMPLETION A) 45 CWD
B)
C)

EXTENSION

TYPE WORK GRADING & PAVING

CONTRACTOR BENGE PAVING, INC
EUGENE 97401

ITEM NO.	ITEM NAME / UNIT	UNIT PRICE	ORIGINAL AUTHORIZATION QUANTITY	ORIGINAL AUTHORIZATION AMOUNT	CORRECTED ESTIMATE QUANTITY	CORRECTED ESTIMATE AMOUNT	PE QU
	SUB-TOTAL P. A, TOTALS ALL EXCEPT F.A,					3294 1797241	
	FORCE ACCOUNTS						
801	FLAGGING 94001						
	SUB-TOTAL F. A,						
	* TOTAL PAY COSTS			1975900		1797241	
	ADD, ANTICIP, ITEMS						
94001	FLAGGING EW 1			5000			
99999	CONTINGENCIES			69141			
99999	ENGINEERING			198090		102759	
	GRAND TOTALS			2268131		1900000	

RESIDENT ENGINEER ---------- DATE ---------- DIVISION ENGINEER ----

PROGRESS ESTIMATE AND COST REPORT

PAGE NO. 02 FORM E-498 (REV. 5-69)

AWARDED 05 31 72 F.A.P. CONTRACT NO. 7759 WORK DONE TO:

5 CWD

EXTENSION APPROVED PREFIX 320 1723

A) 40 CWD ESTIMATED DATE

VING, INC USED B) ESTIMATE NO. 003 OF COMPLETION:

97401 C) FINAL

CORRECTED ESTIMATE		PERFORMED TO DATE 08/02/72		TO COMPLETE 08/02/72		GROUP PORN	NEW TOTAL TO DATE	
QUANTITY	AMOUNT	QUANTITY	AMOUNT	QUANTITY	AMOUNT		QUANTITY	AMOUNT
	13254		13254					
	1757241		1757241					
						9N		
	1757241		1757241					
						9N		
192759		69800		122959				
1950000		1827041		122959				

DIVISION ENGINEER DATE

FOR FILING

OREGON STATE HIGHWAY DIVISION

7759

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE August 25, 1972

TO Oregon State Highway Commission

FROM Tom Edwards
State Highway Engineer

SUBJECT **Highway Project Acceptance**

Contract No. 7759 **Work Completed** August 2, 1972

Project Veneta (5th Street)

Highway City Street **County** Lane

Type of Work Grading and Paving

Contractor Bangs Paving, Inc.

Recommended Acceptance Date August 24, 1972

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on September 24, 1972 for your formal concurrence.

cc: Floyd Quary
F. B. Klaboe
A. E. Johnson
L. H. Young
C. T. Kassey
W. J. Hart

VG:js

7759

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: Veneta (5th Street)		WEEK ENDING: August 8, 1972
		SECTION PREFIX: 320-1723
HIGHWAY: City Street		COUNTY: Lane
NAME OF JOB: Veneta (5th Street)	KIND OF WORK: Grading & Paving	
CONTRACTOR: Benge Paving Inc.	CONTRACT NUMBER: 7759	FEDERAL AID PROJECT NUMBER: State
DATE OF CONTRACT: May 31, 1972	DATE WORK STARTED: June 13, 1972	ESTIMATED COMPLETION DATE: Complete
AVERAGE FORCE ON PROJECT FOR THE WEEK: 0	SPECIFIED WORK DAYS	WORK DAYS USED
MEN: SUPERVISION:	SPECIFIED CALENDAR DAYS 45	CALENDAR DAYS USED 40
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: 89
PROJECT AUTHORIZATION: $ 22,681.31		PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100
EXCLUSIVE OF ENGINEERING: $ 20,700.41	ENGINEERING AUTHORIZATION $ 1980.90	
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $ 17,572.41	ENGINEERING COST TO DATE $ 1970.15	PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 100
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 15.1 %	PERCENT OF AUTHORIZATION 99.5 %	DATE PROJECT WAS COMPLETED: August 2, 1972

Semifinal was submitted to Region on August 8, 1972

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
			GRADING	SURFACING	MAINTENANCE MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT			0.11	0.11			0.11
MILES PARTIALLY COMPLETED							
MILES COMPLETED			0.11	0.11			0.11
TOTAL ESTIMATED QUANTITIES (CONTRACT)			100%	12.50c.y.			500 Tons
TOTAL QUANTITIES CORRECTED TO DATE							
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE			100%	986.1			492.35
AVERAGE DAILY QUANTITIES							
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME			Project Complete				
NUMBER OF SHIFTS PER DAY							
HOURS PER SHIFT							

EQUIPMENT USED DURING THE WEEK:

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.								
PERCENT								

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY	HOT			
MONDAY	HOT			
TUESDAY	FAIR			
WEDNESDAY				
THURSDAY				
FRIDAY				
SATURDAY				

Keasey Bond Walker Johnson Reading Prose Glenn Litchfield Berg

RECEIVED
AUG 14 1972
CONSTRUCTION SECTION

BEN GIFFORD

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK	
SUNDAY 8-6-72	
MONDAY 8-7	3 Men on Semi-Final. Mr. Sheldrake in Office.
TUESDAY 8-8	2 Men on Semi-Final The Final inspection was made this date by Mr. J. X. Wilson and myself. Semi-Final Completed this date and Submitted to Region office with Mr. J. X. Wilson
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

This will be the last report as the project is complete and the Semi-Final has been completed.

SIGNED D L E Mayfield LOCATION Eugene, Oregon

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

RECEIVED
JUN 2-1972
FOR FILING

7759

June 2, 1972

Bange Paving, Inc.
P. O. Box 256
Eugene, Oregon.

Gentlemen:

The State Highway Commission on May 31, 1972 awarded to you State Highway Contract No. 7759 in the amount of $19,759 on 5th Street in the City of Veneta in Lane County.

Contract forms will be sent to you for execution within the next few days.

Very truly yours,

Floyd Avery, Secretary
OREGON STATE HIGHWAY COMMISSION

fkn
cc C. T. Keaney
Walt Hart
J. H. Verstoeg
Harley Mayfield
Wm. Geibel (SAIF)

VENETA (5TH STREET) SECTION

CITY STREET

LANE COUNTY

State Project
0.11 Mile of Grading and Paving

Bids Received May 25, 1972

1.	General Excavation	All Specified		$ 6,200.00
2.	Coarse Aggregate Base	1,250 cu.yds.	5.00	6,250.00
3.	Class "C" Asphalt Concrete	500 tons	12.00	6,000.00
4.	10-inch Culvert Pipe	130 lin.ft.	4.50	585.00
5.	12-inch Sewer Pipe	500 lin.ft.	6.30	3,150.00
6.	Concrete Inlets, Type G-1	5 only	200.00	1,000.00
7.	6-inch Drain Pipe	120 lin.ft.	3.00	360.00
8.	Special Filter Material in Drain	20 cu.yds.	12.00	240.00
9.	Extra for Asphalt Approaches	8 only	50.00	400.00
		For Comparison of Bids		$ 24,185.00

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount	$24,185.00	# 19,759
Anticipated Additional Items:		50
Flagging (State Share)	50.00	19,809
	$24,235.00	2,872.31
Engr. & Cont. (14 1/2%)	3,514.08	# 22,681.31
Estimated Net Authorization, Constr.	$27,749.08	

Benge Paving Inc.
Eugene.

BEN GIFFORD
4-14-72
SCA FUNDS

Section Veneta (5th. Street)

Highway City Street

County Lane

Kind of Work Grading and Paving

Project Allotment $ 25,000

Project Length 0.11 mile

Completion Time 45 cal. workdays

ESTIMATED CONSTRUCTION AUTHORIZATION

Estimated Contract Amount $ 24,185 —

Anticipated Additional Items:

Flagging (State Share)	$ 50 —	
Slide Correction		
Railroad Protective Costs (107.24)		
Other Railroad Costs		
Permanent Signing		
Permanent Pavement Striping		
Stage Construction Striping		
Temporary Erosion Control (107.08)		
Install Truck Scale Mechanism		
Truck Scale House		
Install Temporary Traffic Signals		
Install Water Meter		
Furnish Water		
Laboratory Fees		
Furnish Mail Box Posts		
Adjust Utilities (105.06)		
Pipe Bedding Materials		
On the Job Trainees		
State Responsibility for Damages (107.25)		
		$ 50 —
		$ 24,235 —
Engr. & Cont. (14.5 %)		3,514 09
TOTAL		$ 27,749 09
Credit for		—
Estimated Net Authorization, Construction		$

a. 15th. Street Section
ding and Paving
Estimate

Item	Unit	Quant.	Unit Cost	Amount
General Excavation	All	All	Lump Sum	$ 6,200⁻⁻
Coarse Aggregate Base	Cu. Yd.	1250	5⁻⁻	6,250⁻⁻
Class "C" Asphalt Concrete	Ton	500	12⁻⁻	6,000⁻⁻
10 inch Culvert Pipe	Lin. Ft.	130	4⁵⁰	585⁻⁻
12 inch Sewer Pipe	Lin. Ft.	500	6³⁰	3,150⁻⁻
Concrete Inlets, Type G-1	One	5	200⁻⁻	1,000⁻⁻
6 inch Drain Pipe	Lin Ft.	120	3⁻⁻	360⁻⁻
Special Filter Material in Drain	Cu Yd.	20	12⁻⁻	240⁻⁻
Extra for Asphalt Approaches	One	8	50⁻⁻	400⁻⁻
			624	125⁻⁻

Check Drainage & Fence

N

W. BROADWAY

R/W

VENETA

10" Conc. San. Sew.

6" Water Main

8" Conc.

12" Storm Sewer -8%

3/4" Water

6" Water

5th. Street

15'R

25'R

12'

15'

R/W

NORTH END OF PROJECT STA. 0+00

428.35

429.80

+0.617

100' V.C.

+0.40

+30

+56

+65

Fl. 424.21

440

435

430

425

420

Exc. 1.1

☐ ENGR. ☑ CRDD. ☐ SE ☐ AE ☐ UE
☐ UPE ☑ CE ☐ RE ☐ RPE ☐

SALEM, OREGON
March 10, 1972

SCA Project 1972
5th Street
City of Veneta

Mr. Victor D. Wolfe
Location Engineer
BUILDING

Attn: Mr. P. L. Carstensen

The survey data on subject project has been examined and found to be consistent with the project as requested by the City and approved by the Highway Commission except for the street width. The approved project called for a 42-foot wide street; however, the City desires a 40-foot width and Mayor Richard Gutman has confirmed this in a letter to Mr. Mayfield dated March 1, 1972.

Gary

Gary B. Zehner
Cities Engineer
County and City Section

GBZ:ljt

Att.

3-13-72
Called Mayor Gutman re. Street width
He said there are no extg curbs in City
and other streets are paved 40' wide.
Example Dunham Ave. Constructed SCA
1968 project - 24' with 8' shoulders.
G.B.Z.

FORM E-30 50M 10-61

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Eugene, Oregon
March 3, 1972

To: Mr. J.H. Versteeg
Regional Engineer
Roseburg, Oregon

SUBJECT: Locating Engineers Narrative Report
Veneta (5th Street)
City Street
Lane County
Prefix 320-1447

This is a city street project of 0.11 miles in lenght on 5th Street between Broadway and McCutcheon Streets.

The alignment is down the center line of 5th street. No problem with grades are expected.

The proposed roadway is for two twelve foot lanes with eight foot paved shoulders, and six foot ditches.

A twelve inch storm sewer is proposed on the East side between Broadway and Dunham streets.

The agreement with the City of Veneta calls for a 42 foot wide street, however, the original intent was for a 40 foot wide street. Included with this report is a letter from the city of Veneta requesting a 40 foot wide street and the project has been worked up on this basis.

The City of Veneta will adjust their own facilities and utilities, and have indicated that other utilities are on R/W by permit.

H. E. Mayfield
Resident Engineer

HEM:gh

3-21-72

Lyle Watson was informed by H.E. Mayfield that the city is going to take care of the drainage along the Railroad track.

0

Veneta (5th Street)
City of Veneta
Lane County
Prefix 320-1447

Cost Summary

No.	Item	Unit	Quantity	Unit Price	Amount
1	Temp. Prot. & Dir. Traffic	Lump Sum	All Spec.	1,000.00	1,000.00
2	Clearing & Grubbing	Lump Sum	All Spec.	500.00	500.00
3	General Excavation, Unclass	Cu. Yd.	1320	2.50	3,300.00
4	Finishing Roadbed & Slopes	Lump Sum	All Spec.	750.00	750.00
5	Trench Excavation	Cu. Yd.	180	5.00	900.00
6	Watering	M-Gals	22	4.00	88.00
7	¾-0 Material in Base	Ton	350	3.10	1,085.00
8	Stone Base	Ton	1290	3.00	3,870.00
9	Class "B" Asphalt Concrete	Ton	475	11.00	5,225.00
10	RC-250 in Prime Coat	Ton	3	100.00	300.00
11	¾-0 in Prime Coat	Cu. Yd.	18	5.00	90.00
12	10-inch Culvert Pipe	Lin. Ft.	43	4.00	172.00
13	12-inch Sewer Pipe	Lin. Ft.	510	5.00	2,550.00
14	Concrete Inlets, Type G-1	Each	5	185.00	925.00
15	Extra for A.C. Concrete Appr.	Each	9	40.00	360.00
			Total Grading, Surfacing & Paving		21,115.00
	Additional Anticipated Items				
	Flagging				500.00
			Sub Total		21,615.00
	20% Engineering & Contingencies				4,323.00
			Total		25,938.00

7759

OREGON STATE HIGHWAY DIVISION
LOCATION SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Fifth Street
Highway: City of Veneta
County: Lane
Prefix: 320-1447

Res. Engr. H. E. Mayfield
Approx. Length 0.11± mile
Sta. W. Broadway to Sta. McCutcheon
Date 2-2-72

Mean Truck A.D.T. 15
Traffic Coefficient 5.5
18 kip s. a. per day 2.2

Annual Precipitation 39"± (Fern Ridge Dam)
Frost Penetration - - - -
CBE Total Requirement 18.0"

(1)

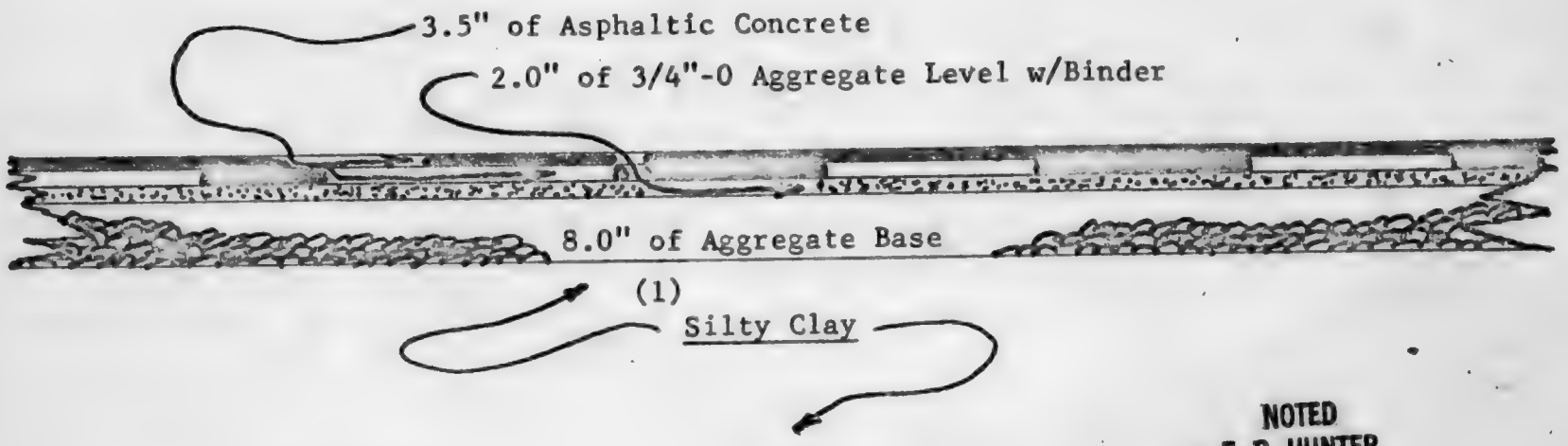
Typical Soil	
29	LL
7	PI
99	%P 10
73	%P 200
1	% Gravel
5	% C Sand
21	% F Sand
31	% Silt
42	% Clay
7	R Value
A-4	AASHO Classif.

Materials Source:

To be determined
by the Engineer.

Credit	*Actual Thick.*	*Component*
7.0	3.5	A.C.
2.0	2.0	A.L.
8.0	8.0	A.B.
17.0	13.5	

STRUCTURAL SECTION



NOTED
E. S. HUNTER

Submitted by C. J. Gregg
Base Design Engineer

Recommended by J. L. Wilson
Engineer of Materials and Research

Recommended by Merlin E. Wolfe
Location Engineer

Approved by E. S. Hunter
Asst. State Highway Engineer

Asst. State Highway Engineer
Location Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

County-City (2)

SECTION: Fifth Street

HIGHWAY: City of Veneta

COUNTY: Lane

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*3/4"-0 Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
Cars Only	2.0"	2.0"	7.0"	13.0"	11.0"

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0 "	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8 "	Aggregate Base
1.0"	Cement Treated Base	= 1.8 "	Aggregate Base
1.0"	Oil Mat	= 1.1 "	Aggregate Base
1.0"	Aggregate Subbase	= 0.8 "	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8 "	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Fifth Street

HIGHWAY: City of Veneta

COUNTY: Lane

130 Present ADT (19 72)

8 Percent Trucks

AXLES	TWO WAY TRUCK ADT	EXPANSION FACTOR	TOTAL TADT	MEAN TADT	ONE WAY EWL	AVERAGE ANNUAL EWL
2	7	1.9	13	10	450	4,500
3	3	1.9	6	5	1000	5,000
4	0	---	--	--	1250	- - -
5	0	---	--	--	3180	- - -
6	0	---	--	--	2570	- - -
				15	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 9,500

TWENTY YEAR EWL 190,000

TRAFFIC COEFFICIENT 5.5

SECTION: Fifth Street

HIGHWAY: City of Veneta

COUNTY: Lane

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made -- See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Not applicable.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: See remarks, page 2.
10. Stimulation of Competition: See remarks.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: City prefers Asphaltic Concrete.
13. Traffic Safety: Not a problem.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

Traffic does not warrant the use of C.R.P.C.C.

RECEIVED
JAN 27 1972
FOR FILING

1-21-72

PREFIX NO. 320-1447

7759

LOCATION PROSPECTUS
VENETA (5th STREET) SECTION
CITY STREET
LANE COUNTY

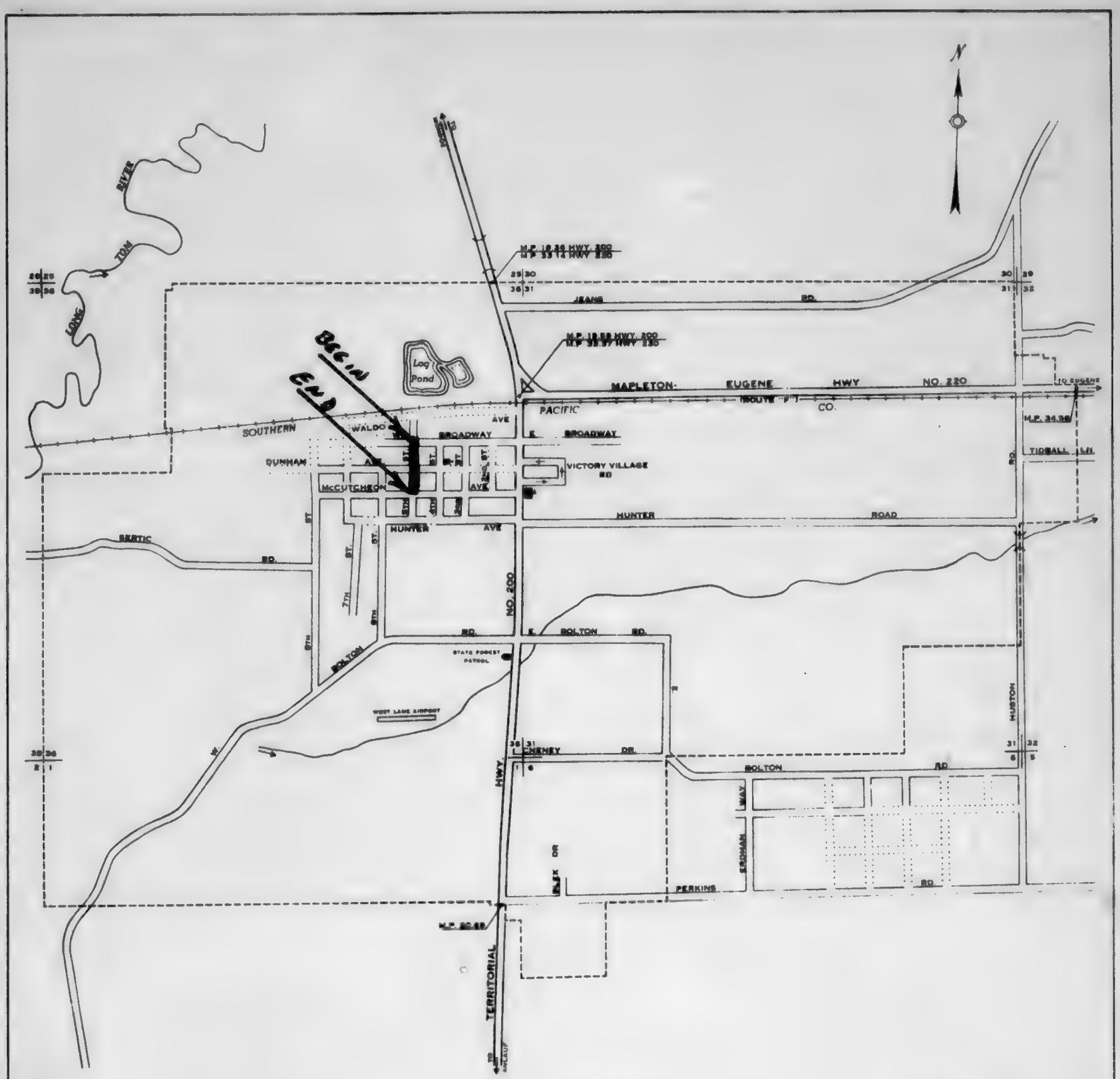
HIGHWAY:	5th Street. A City street. Not on State or Federal system.
TERMINI:	From Broadway to McCutcheon.
PROGRAM:	1972 Special City Allotment Project.
NARRATIVE:	To prepare plans, specifications and estimates for improvement of the existing street. Soils investigations will be conducted. Drainage problems are not anticipated. An economic analysis is not needed at this time.
TYPICAL SECTION:	42-foot wide paved street without curbs.
MATERIAL:	Commercial sources.
ACCESS:	City jurisdiction.
AGREEMENT:	Routine Special City Allotment Project.
PARKS:	None

January 21, 1972
Attachment

cc: J. H. Versteeg (3)
E. S. Hunter
R. N. Bothman
W. J. Hart (3)
V. D. Wolfe
R. N. Chase
W. N. Hackleman
R. E. Olson
R. E. Royer
F. E. Terpin
Tom Edwards
A. E. Johnson
L. E. George
D. H. Moehring (3)
L. H. Young
H. S. Cox (2)
V. J. Johnson
R. W. Prentiss
C. G. Swenson
G. C. Wills
F. B. Klaboe
R. L. Schroeder
F. L. Hall
F. D. Morgan
J. M. Cartwright (2)
B. L. Gifford
A. D. Olson
J. A. Rowland
W. H. Tebeau
F. W. Yarbrough (2)

RECEIVED
JAN 26 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS



SIGNED ROUTES

INTERSTATE 5

U.S. 99

ORE 99

LEGEND

- Post Office
- School
- R R Depot
- Public Bldg
  - cy – City Hall
  - cr – Court House
  - a – Armory
  - l – Library
- Street open for travel
- Street dedicated but not open
- City Limits

VENETA

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,196

Scale in Feet

Revised July 1966

RECEIVED
FEB 28 1972
FOR FILING

7259

January 18, 1972

City of Veneta
City Hall
Veneta, Oregon 97487

MISC. CONTRACTS and
AGREEMENTS No. 4415

Attention: Mrs. Doris Duffield
City Recorder

Gentlemen:

Attached for your records is a fully executed copy of a finance construction agreement pertaining to improvement to Fifth Street.

We have retained a fully executed copy of this agreement for the Commission's files.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

flm
Att.

cc H. S. Cox
(agree. att.)

City:	Veneta
County:	Lane
Region:	3
Population: 1966	1196
1971	1377
Previous Projects:	2
Previous Amount:	$ 41,694
Last Project:	1968

Proposed Project-1972: Grade, base, and pave 5th Street from Broadway Avenue to McCutcheon Avenue. To provide a 42' wide paved street without curbs. This construction to be of same standard as the 1968 project.

Length of Project: 0.11 mile. Base design: 6" course crushed, 2" level course. 6" lime treated subgrade and 3" A.C. pavement.

	S.C.A.	City	Total
Estimated Cost:	$25,000	$--	$25,000

Remarks: The existing gravel street is substandard for the service it receives as a mid-town connector for the east and west streets.

S.C.A. Investigation Data

City of Veneta Date 9/7/71 Div. 3
Population: 1966 1196 1971 1377
Street 57th St from Broadway to McCutcheon

No. previous projects 2
Last project 1968 (year)
Total SCA funds $ 41,694
Funds/capita $ 30.28
Average/capita $ 33.3

EXISTING

Surface now in place: A.C. ___ Oil ___ Gravel X Concrete ___
Surface width: ___ feet, Shoulder-shoulder width: ___ feet
C-C width: ___ feet, R/W width: 60' feet
Remarks: Crushed rock surfacing 22' wide with an occasional dust

PROPOSED

Surfacing: A.C. X Oil ___ Other ___
Pave. width: 24 feet, Shoulder width 9 feet, C-C width: ___ feet
BASE DESIGN: A.C. 3" inches, Leveling ___ inches, Base 6" inches
Lime T.S.G. 6" inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: 0.11 mile, 580 feet. Type curb: No Curbs
Remarks: Excavate vert x sides 42' wide to reconstruct.
City do not want curbs in original count. Work similar to the Cannon St 10.5' job.

ESTIMATE Item	Unit	Gross*	Price (C.E. Layton, Quam)	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	1446	2.00	2892
Finishing roadbed & slopes ($1,500)	mile	—		
Trench excavation	c.y.	167	4.00	668
Watering	M-gal.	13	5.00	65
Level material (3/4-0)	c.y.	—		
Base material	c.y.	723	4.50	3254
Asphalt	ton	548	9.00	4932
Binder	all	all	L.S.	475
Concrete inlets 68-1	each	4	200	800
Culvert pipe 12-inch Sew. Pipe	lin. ft.	620	5.50	3410
Concrete curbs	c.y.			
Adjust Manholes	each	2	100	200
Lime Treat'd Subgrade	Sq Yds	3033	0.60	1820
Lime in LTSG	Tons	31	40.00	1240

*Items include 10% allowance

Total	$ 20,256
Perm. signing ($100/intersection)	
Flagging	200
Total	$ 20456
Engineering & contingencies (20%)	4091
Total	$ 24,547
City's estimated share of survey	
TOTAL ESTIMATED COST	$

Say 25,000

Venetia
5Th St from
Broadway to
McCutchen St
580' length
70' Extra
650

Gen'l. Excavation $\frac{42 \times 1.3 \times 650 \times 1.1}{27} = 1446$ C.Y.

Base $\frac{0.5 \times 42 \times 650 \times 1.43}{27} = 723$ C.Y.

Watering 483 x 2.0223 = 13 M-Gals

Asphalt 6.50 x 84.3 = 548 Tons

Binder Co 4200 x 0.11 = ~~462~~ 475

12" Culvert Pipe 620'

4 Conc Inlets G-1

LTSG $\frac{650 \times 42}{9} = 3033$ Sq Yds

6" Lime in LTSG = $\frac{554,400 \times 0.11}{2000}$

277.2 x 0.11 Mi = 30.5 Tons

40
580
620

Trench Exc $\frac{620 \times 2.2 \times 3.0 \times 1.1}{27} = 167$ C.Y.

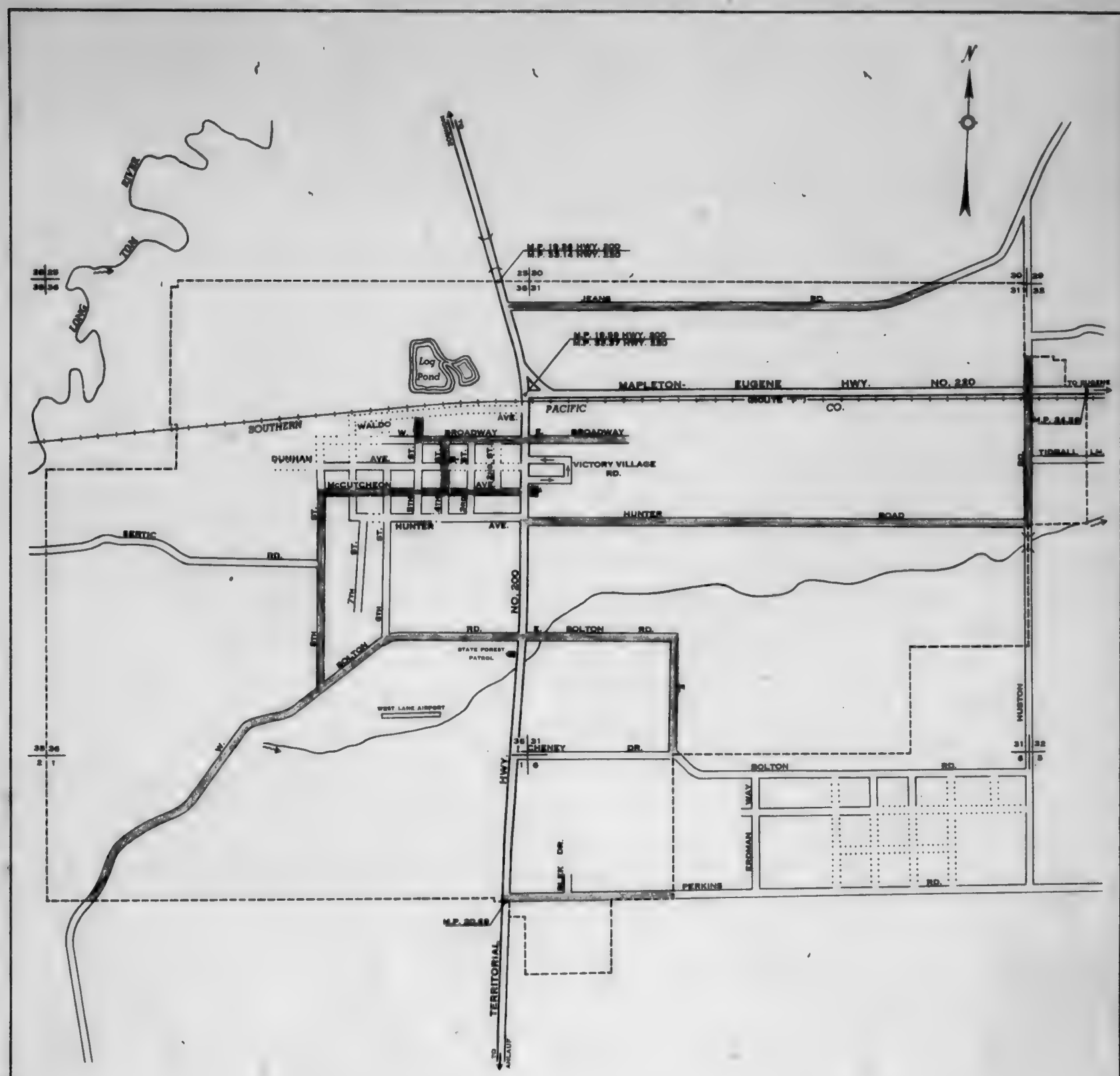
(Dunham Ave.) Section
ding and Paving

1968 Job about 900' long

ITEM AND QUANTITY	UNIT	UNIT PRICE	AMOUNT
TEMPORARY PROTECTION AND DIRECT OF TRAFF 1.000	LUMP SUM	250.0000	250.00
CLEARING AND GRUBBING 1.000	LUMP SUM	335.0000	335.00
GENERAL EXCAVATION UNCLASSIFIED 1,800.000	CU YDS	.6300	1,134.00
FINISHING ROADBED AND SLOPES 1.000	LUMP SUM	95.0000	95.00
TRENCH EXCAVATION 65.000	CU YDS	1.9000	123.50
SPECIAL BACKFILL IN DRAINS 30.000	CU YDS	5.0000	150.00
WATERING 25.000	M-GALS	4.0000	100.00
LIME TREATED SUBGRADE 4,000.000	SQ YDS	.3000	1,200.00
LIME FOR TREATED SUBGRADE 45.000	TONS	34.5000	1,552.50
3/4IN-0 MATERIAL IN BASE 340.000	CU YDS	3.5500	1,207.00
STONE BASE 690.000	CU YDS	3.3700	2,325.30
CLASS B ASPHALT CONCRETE 660.000	TONS	7.0000	4,620.00
10-INCH CULVERT PIPE 25.000	LIN FT	2.7500	68.75
12-INCH CULVERT PIPE 90.000	LIN FT	4.0000	360.00
6-INCH PERF DRAIN PIPE 1,020.000	LIN FT	1.8500	1,887.00
CONCRETE MANHOLES 1.000	ONLY	165.0000	165.00
CONCRETE INLETS TYPE G-2 5.000	ONLY	110.0000	550.00

Extra for A.C. Conc Apps 11 @ 20 — 220.00

$16,343



SIGNED ROUTES

INTERSTATE 5
U.S. 99
ORE. 99

LEGEND

- Post Office
- School
- R. R Depot
- Public Bldg.
  - CH – City Hall
  - CT – Court House
  - A – Armory
  - L – Library
- Street open for travel
- Street dedicated but not open.
- City Limits.

VENETA

LANE COUNTY, OREGON

PREPARED BY THE
OREGON STATE HIGHWAY DEPARTMENT

IN COOPERATION WITH THE
U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

Population 1,196

Scale in Feet

Revised July 1966

Co Roads within Corp. C.L. Limits 3/1/71 CHL

S.C.A. Investigation Data

City of Venice Date 7/15/71 Div. III

Population: 1966 1196 19 71 1377

Street 5th St. ... to McCorkle Rd

No. previous projects 2
Last project 1968 (year)
Total SCA funds $ 41,694
Funds/capita $ 30.28
Average/capita $ 33.31

EXISTING

Surface now in place: A.C. ____ Oil ____ Gravel ____ Concrete ____
Surface width: ____ feet, Shoulder-shoulder width: ____ feet
C-C width: ____ feet, R/W width: 60 Plenty of room feet
Remarks: Crushed rock surfacing

PROPOSED

Surfacing: A.C. ____ Oil ____ Other ____
Pave. width: ____ feet, Shoulder width ____ feet, C-C width: ____ feet
BASE DESIGN: A.C. ____ inches, Leveling ____ inches, Base ____ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: ____ mile, 580 feet. Type curb: ____
Remarks: ____

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 500
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	2000	2.00	4000
Concrete sidewalks	sq. yd.	—		
Trench excavation	c.y.	125	4.00	500
Watering	M-gal.	40	5.00	200
Level material (3/4-0)	c.y.	245	4.75	1164
Base material	c.y.	1200	4.50	5400
Asphalt Cl "B"	ton	548	9.00	4932
Binder	all	all	L.S.	475
Concrete inlets GB-1	each	4	200	800
Culvert pipe 12-inch	lin. ft.	410	5.50	2255
Concrete curbs	c.y.	—		
Adj Manholes	—	—	100	200

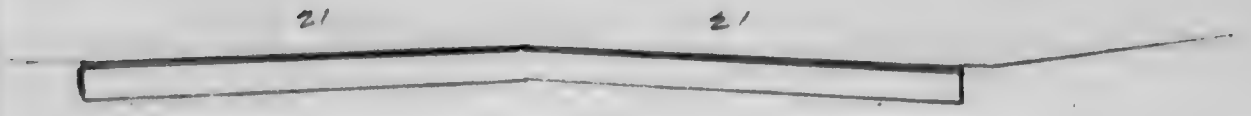
*Items include 10% allowance

Total	$ 20,426
Perm. signing ($100/intersection)	
Flagging	200
Total	$ 20,626
Engineering & contingencies (20%)	4125
Total	$ 24751
City's estimated share of survey	
TOTAL ESTIMATED COST	$ ____

1600 x 20 = 32

water problem

Say 25,000



Venetta 7/15/71
6TH St from
Broadway to McCutcheon

0.11 Mi = 580'
70'
650'

Gen'l Exc $\frac{1.8 \times 42 \times 650 \times 1.}{27}$ = 2000 C.Y.

7"
3"
2"
10"

10" Base $\frac{0.83 \times 42 \times 650 \times 143}{27}$ = 1200 C.Y.

2" Lev. Co $\frac{.017 \times 42 \times 650 \times 143}{27}$ = 245 C.Y.

Watering 1446 x 0.0275 = 40 M. Gals

Asphalt 6.50 x 84? = 548 Tons

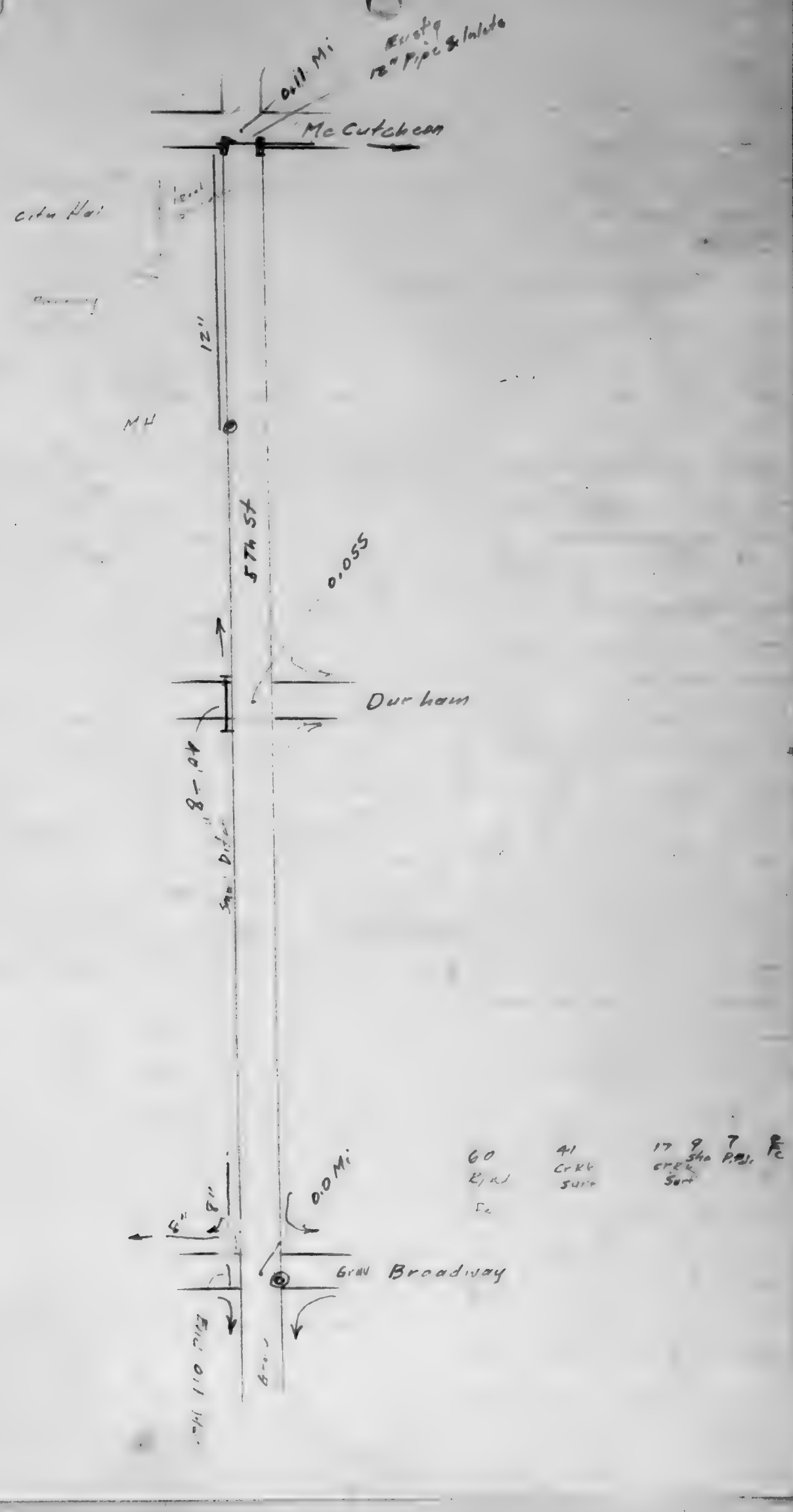
Binder Cs. 4200 . . - $465

60
20
290
40
410

Trench Exc $\frac{4.0 \times 3.0 \times 2.5 \times 1.1}{27}$ = 125 C.Y.

12" Culvert Pipe 410

4 inlets G-1


Mill Mi
Existg
18" Pipe & Inlets
McCutcheon
Citru Hei
12"
MH
5.74 St
0.055
Durham
8-10" San. Distr.
0.0 Mi
60
41
17
9
7
Broadway
6"
8"
Existing 10" Inc.

S.C.A. Investigation Data

City of Veneta Date 7/15/71 Div.___
Population: 19__ _____ 19__ _____
Street 5th St from Broadway to McCutcheon St

No. previous projects ____
Last project _____ (year)
Total SCA funds $_____
Funds/capita $_____
Average/capita $_____

EXISTING

Surface now in place: A.C. ____ Oil____ Gravel____ Concrete_____
Surface width: _____ feet, Shoulder-shoulder width: _____ feet
C-C width: _____ feet, R/W width: _____ feet
Remarks: _____

PROPOSED

Surfacing: A.C. _____ Oil _____ Other_____
Pave. width: _____ feet, Shoulder width _____ feet, C-C width: 42 feet
BASE DESIGN: A.C. _____ inches, Leveling _____ inches, Base _____ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: _____ mile, _____ feet. Type curb: Type "A"
Remarks: _____

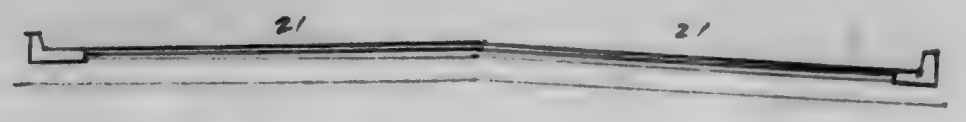
ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$ 3500
Clearing & grubbing	all	all	L.S.	—
General excavation	c.y.	2050	2.00	4100
Concrete sidewalks	sq. yd.	—		
Trench excavation	c.y.	25	7.00	175
Watering	M-gal.	40	5.50	220
Level material (3/4-0)	c.y.	228	5.00	1140
Base material	c.y.	1225	4.75	5825
Asphalt	ton	510	13.00	6630
Binder	all	all	L.S.	430
Concrete inlets G1	each	4	200	800
~~Culvert~~ pipe Sewer Pipe	lin. ft.	90	5.50	440
Concrete curbs Type "A"	c.y.	~~70~~ 63	65.00	4095
Adjust Manholes	each	2	100	200

*Items include 10% allowance

Total	$ 24555
Perm. signing ($100/intersection)	200
Flagging	
Total	$ 24,755
Engineering & contingencies (20%)	4951
Total	$ 29,706
City's estimated share of survey	- 254
TOTAL ESTIMATED COST	$ 29,960

1600 × 4706 / 29706

Say 30,000



Sew Exc $\frac{1.8 \times 43 \times 650 \times 1.1}{27} = 2050$ C.Y.

Trench Exc. $\frac{80 \times 3.0 \times 2.5 \times 1.1}{27} = 26$ C.Y.

4 G-1 Inlets

80'- Sew Pipe

Base $\frac{0.83 \times 650 \times 43 \times 1.43}{27} = 1225$ C.Y.

Lev. Cs. $\frac{0.17 \times 650 \times 39 \times 1.43}{27} = 228$ C.Y.

Watering $1463 \times 0.0275 = 40$ M-Gals

"A" type Curb $\frac{1160}{\cancel{1300}} \times 0.54 = \cancel{70}$ C.Y. 63 C.Y.

Binder Cs 3900×0.11 #430

Asphalt $6.50 \times 78.25 = 510$ Tons

7/15/91

Durham

0.0	4th & Durham	10' short on E. End
.055	5th & Durham	add 30' west 3 ways

5th St

0.0	Broadway
0.055	Durham
0.11	McCutchen

SCA

PROJECT DATA, CITY OF *VENETA* Date *February 22, 1971*

To be financed by Special City Allotment Fund and necessary city funds.

Street name *2 blocks on Fifth St.; 1 block on Dunham*
(Locate project on attached map.)

Project length *Fifth St. - 620'; Dunham - 282'*

DESIRED STREET SECTION:

Standard roadway; width of travel way: 24 feet, width of shoulders: 8 feet

Curbed section; width curb to curb: 40 feet

Remarks *We will put in curb later on*

Surface now in place: Oil ____ Paving ____ Gravel X

Present surface width: 30 feet

RIGHT-OF-WAY: (City shall, without cost to State, provide all right-of-way required)

Width of present right-of-way: 60 feet

Additional right-of-way required? Yes ____ No X

State to furnish right-of-way descriptions? Yes X No ____

Give width of intersecting streets: *60' x 60'*

Are intersecting streets curbed? Yes ____ No X

Remarks ____

CONCRETE CURBS: (All new curbs to be constructed at city's expense.)

Now in place? Yes ____ No X

Width between present curbs: ____ feet

City to construct curbs? Yes X No ____

To be constructed as part of project? Yes ____ No X

Length of desired radius on curb returns: ____ feet

Does city desire special type of curbs? Yes ____ No X

Explain: *We will install curb as we get the money*

RECEIVED
COUNTY & CITY SECTION
MAR 1 - 1971
ENGR. C.O.R. UPE CE RE RPE

SIDEWALKS (All new sidewalks to be constructed at City's expense.)- - - - - -

Are sidewalks now in place? Yes____ No X

Present sidewalks, Length: _____feet; Width:_____feet

Distance between present sidewalks: _____feet

Are sidewalks to be constructed as part of project? Yes____ No X

Width of sidewalks to be constructed: _____feet

Are sidewalks to be constructed only on one side of street? Yes____ No____

Are sidewalks to be constructed on both sides of street? Yes____ No____

Give: Length to be constructed and On which side of street

_____feet N.___ S.___ E.___ W.___

_____feet N.___ S.___ E.___ W.___

Should sidewalks be placed against curbs? Yes____ No____

Is utility strip required? Yes X No____; Width: 10 feet

Remarks *This ten feet will take care of sidewalks at later date*

STORM SEWERS -

Now in place? Yes____ No X

If yes, are they adequate for increased flow? Yes____ No____

Indicate depth of main lines from present surface: _____feet

To be constructed by City? Yes____ No____

To be constructed as part of project? Yes X No____

/Show location of outfall on city map./

SANITARY SEWERS -

Now in place? Yes X No____ /NOTE: City to adjust if required./

If yes, indicate depth of sewers from present surface: 7 feet

Remarks *This sewer is only about 70' on Fifth St. by the City Hall*

WATER MAINS: (City to adjust if required.)

Now in place? Yes X No ___

If yes, how deep from present surface? 3 feet

Remarks *Water lines are on west side of Fifth Street*

DRIVEWAYS: (All driveway construction beyond curb line to be at city's expense.)

To be constructed as part of project? Yes X No ___

Asphaltic concrete? Yes X No ___

Portland cement? Yes ___ No ___

How many? 8

Must driveways be Portland cement to comply with city code? Yes X No ___

Is there a city ordinance specifying width and number of driveways permitted?
Yes ___ No X (If yes, please include copy of ordinance.)

Remarks

FRANCHISED UTILITIES: (City is to arrange for any required adjustment.)

Gas lines? Yes ___ No X

Electric poles? Yes X No ___

Which company? *Pacific Power and Light Company*
(NOTE: If city-owned, city to adjust.)

Telephone poles? Yes ___ No X

Which company?

Railroad tracks? Yes ___ No X

Which company?

Is crossing presently protected by automatic railroad signals?

Yes ___ No ___

Remarks

WORK TO BE DONE BY CITY AS PART OF PROJECT:

Grading? Yes ___ No X

Clearing? Yes ___ No X

Base rock? Yes ___ No X

Concrete curbs? Yes ___ No X

Driveways? Yes ___ No X

Remarks _____

GENERAL INFORMATION:

Are city finances available? Yes ___ No X

When available? Date _____

Has city established grade on street? Yes ___ No X
(If yes, please include copy of data.)

Please indicate site for disposal of excess excavated material: _____
All disposal will be within 1,000 feet

General remarks: _____

By Richard Fulman
Mayor

By Doris I Duffield
City Recorder ~~or City Manager~~

By _____
City Engineer

2-10-71

RESOLUTION #56

WHEREAS, under the provisions of ORS 366.800 and 366.805 there has been withdrawn from state highway funds appropriated for allocation to the several cities of the State of Oregon the sum of Two Hundred Fifty Thousand and No/100 ($250,000) Dollars, and said sum has been set up in a separate account to be administered by the State Highway Commission and to be spent each year by said Commission upon streets not a part of the state highway system, within cities, which are receiving excessive wear through sudden increases in population in the area or heavy and unusual traffic; and

WHEREAS, the City of *VENETA* is an incorporated city of the State of Oregon and has a population of _____ as given by the latest official census; and

WHEREAS, the following streets of said city, _____

1 Block on Dunham between 4th and 5th Streets

2 Blocks on Fifth Street between Broadway & McCutcheon

RECEIVED
COUNTY & CITY SECTION
FEB 16 1971
☐ ENGR. ☐ COOR. ☐ uE ☐ AE ☐ UE
☐ UPE ☐ CE ☐ RE ☐ RPE ☐

are not a part or parts of the state highway system, but are streets under the jurisdiction and control of said city which are "receiving excessive wear through sudden increase in population in the area, or heavy and unusual traffic," and

WHEREAS, said streets are and each of them is in need of repair, reconditioning, and other major improvement,

NOW, THEREFORE, the members of the City Council, in regular or special session assembled, do hereby find, declare, and resolve:

1. That the aforesaid named streets of said city are in need of repair, reconditioning, and other major improvement.

2. That said streets are in their present state and condition of disrepair by reason of excessive wear through sudden increases in population in the area, or by heavy and unusual traffic.

3. That the Oregon State Highway Commission hereby is respectfully requested to consider and declare said streets as qualified for reconditioning, repair, and other improvement out of funds allocated and made available by and through the said $250,000 appropriation of state highway revenues which is to be administered and spent by the Highway Commission.

cc-50, 1959 Rev.)

4. That the City of VENETA does hereby offer to State Highway Commission, and does hereby pledge complete cooperation and assistance to the end that said city may share and participate in the use and benefit of said special fund and appropriation; and therefore does designate RICHARD GUTMAN as the official representative of the city in all negotiations resulting from this request.

Passed and approved this 10TH day of February, 1971.

There is attached hereto and made a part hereof, a city map on which is indicated the street, streets, road, or roads described in this resolution.

I hereby certify that the foregoing resolution was passed and approved by the City Council of the City of Veneta at a ~~regular or~~ special meeting of said Council, held on the 10th day of February, 1971, and the above copy is a true and correct copy of the original and of the whole thereof.

Dated this 12th day of February, 1971.

Doris I. Duffield
City Recorder

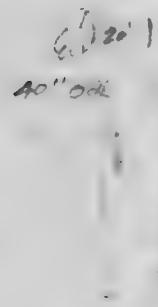
(cc-50, 1959 Rev.)

8/16/69

Venetia 8/16/69

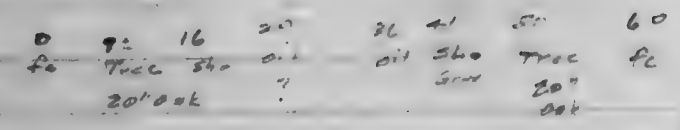
Mrs. [illegible] Said 57th St. would be the preferred Construction Next time.

Vencto 8/16/69
7/15/71



Remove 2 Trees
lower grade 0,8
Move Serv PowPole

S. Side



Needs cross pipe, 'n' c's

Vencta 8/16/69

1340

S.C.A. Investigation Data

City of Venecia Date _____ Div. 3
Population: 19__ 1964
Street 5Th St. From McCutchen North to Broadway

No. previous projects 2
Last project 1968 (year)
Total SCA funds $ 41,694
Funds/capita $ _____
Average/capita $ _____

EXISTING

Surface now in place: A.C. ____ Oil ____ Gravel X Concrete Prime Coat
Surface width: _____ feet, Shoulder-shoulder width: _____ feet
C-C width: _____ feet, R/W width: _____ feet
Remarks: _____

PROPOSED

Surfacing: A.C. _____ Oil _____ Other _____
Pave. width: _____ feet, Shoulder width _____ feet, C-C width: _____ feet
BASE DESIGN: A.C. _____ inches, Leveling _____ inches, Base _____ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: _____ mile, _____ feet. Type curb: _____
Remarks: _____

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.			
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation	c.y.			
Watering	M-gal.			
Level material (3/4-0)	c.y.			
Base material	c.y.			
Asphalt	ton			
Binder	all	all	L.S.	
Concrete inlets	each			
Culvert pipe	lin. ft.			
Concrete curbs	c.y.			

*Items include 10% allowance

Total $ _____
Perm. signing ($100/intersection) _____
Flagging _____
Total $ _____
Engineering & contingencies (20%) _____
Total $ _____
City's estimated share of survey _____
TOTAL ESTIMATED COST $ _____

S.C.A. Investigation Data

City of VENETA Date _____ Div. 3
Population: 1969 _____ 1964 _____
Street _____

No. previous projects 2
Last project 1968 (year)
Total SCA funds $ 41,694
Funds/capita $ _____
Average/capita $ _____

EXISTING

Surface now in place: A.C. ____ Oil ____ Gravel x Concrete _____
Surface width: 18' feet, Shoulder-shoulder width: _____ feet
C-C width: _____ feet, R/W width: 60' feet
Remarks: There is a 16' wide strip of asphalt with no curbs. There is not enough width to meet minimum standards.

PROPOSED

Surfacing: A.C. _____ Oil _____ Other _____
Pave. width: _____ feet, Shoulder width _____ feet, C-C width: _____ feet
BASE DESIGN: A.C. _____ inches, Leveling _____ inches, Base _____ inches
Lime T.S.G. ___ inches, Blanket ___ inches, P.M.B.B. ___ inches
Length: _____ mile, _____ feet. Type curb: _____
Remarks: _____

ESTIMATE Item	Unit	Gross*	Price	Amount
Temp. protection & direction of traff. ($500-$1,000)	all	all	$ L.S.	$
Clearing & grubbing	all	all	L.S.	
General excavation	c.y.			
Finishing roadbed & slopes ($1,500)	mile			
Trench excavation	c.y.			
Watering	M-gal.			
Level material (3/4-0)	c.y.			
Base material	c.y.			
Asphalt	ton			
Binder	all	all	L.S.	
Concrete inlets	each			
Culvert pipe	lin. ft.			
Concrete curbs	c.y.			

*Items include 10% allowance

Total $ _____
Perm. signing ($100/intersection) _____
Flagging _____
Total $ _____
Engineering & contingencies (20%) _____
Total $ _____
City's estimated share of survey _____
TOTAL ESTIMATED COST $ _____

Ventura

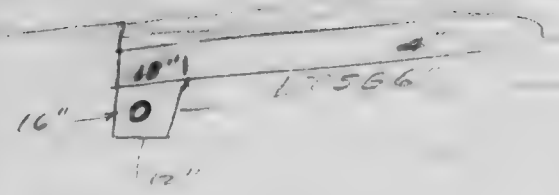
Dunham Ave Job 1968

about 900' in length

40' wide

3" A.C. 24' wide — 1½" AC in Sho area

2" Lev. Cs 3½" Lev. Cs. in Sho. area



7760 Snake River (Adrian Bridge Sec. of Parma Spur of Succor Cr. Hwy. (Grad., pav., struct.) 1972 #2

STATE COPY

Coulter)

FEDERAL HIGHWAY ADMINISTRATION

11-2-73

cat

Wash DC

FINAL INSPECTION AND ACCEPTANCE OF FEDERAL-AID PROJECT CONSTRUCTED UNDER SECONDARY ROAD PLAN

7760

(PPM 20-5)

INSTRUCTIONS: *State is to complete items 1 - 7 and submit original and three (3) copies to the Federal Highway Administration Division Office.*

1. PROJECT NO.	2. COUNTY	3. STATE
BRS-23-015(1); EHS-S-23-015(3)	Malheur	Oregon

4. DESCRIPTION OF IMPROVEMENT AS PROGRAMED

Construction of 0.28 mile of roadbed embankment, aggregate base and asphalt concrete surfacing and a 740-foot prestressed concrete beam bridge over the Snake River on the Parma Spur of the Succor Creek Highway approximately 1 mile south of Adrian, Oregon in Malheur County.

NOV 02 19

REGIONAL OFFICE

5. CONTRACTOR'S NAME	6. CONTRACT AMOUNT
Willamette-Western Corporation	$ 781,799.00

7. CERTIFICATION: *I certify that the above listed project was completed as programed and in accordance with the procedures and standards contained in the State's approved Secondary Road Plan Agreement. Final acceptance by the Federal Highway Administration is requested.*

SIGNATURE *(SHD Official)* R D [illegible] 11-5-73 cy Constr. Engr

TITLE [illegible]

8. REMARKS

The project has been completed as programed and in apparent conformity with the procedures and standards contained in the State's Secondary Road Plan Agreement.

	Info	FOR	REFER TO	NOV 5 '73	RECEIVED STATE HWY ENGR
	Inves				
	R/D				
	D/R				
	Sign				
	Act				
	File				

9. IMPROVEMENT AS CONSTRUCTED

ROADBED (Width 60 feet)			STRUCTURES OVER 20-FOOT SPAN	
TYPE CODE NUMBER	NET LENGTH (Miles)	BASE SURFACING WIDTH (Feet)	TYPE CODE NUMBER	NET LENGTH (Miles)
6201	0.276	48	X081	0.14

NOTED R. S. COULTER

10. FEDERAL HIGHWAY ADMINISTRATION INSPECTION MADE BY	11. DATE OF INSPECTION
R. A. Nichols, Area Engineer	5-24-73

12. IN COMPANY WITH

Dale Allen, Reg Constr Engr, OSHD; C. Duval, Res Engr, OSHD.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY FEDERAL HIGHWAY ADMINISTRATION	
13. SIGNATURE		16. SIGNATURE	
Original signed by R. A. NICHOLS		Original signed by E. J. Valach	
14. TITLE	15. DATE	17. TITLE	18. DATE
		District Engineer	11/2/73

FORM PR-33C
(Rev. 7-72)

Previous editions of this form are obsolete

7760

October 22, 1973

Ferguson & Burdell
929 Logan Building
Seattle, Washington 98101

Gentlemen:

This is to acknowledge your letter of October 19 notifying us that your client's claim against Willamette-Western Corporation has been satisfied.

The claim against Contract No. 7760 was in the amount of $3,604.11.

We have noted our files accordingly and will notify all interested parties.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

td

cc Willamette-Western Corporation
Foot of N. Portsmouth Avenue
Portland, Oregon 97023

General Insurance Co. of America
Portland Service Office
1500 S.W. First Avenue
Portland, Oregon 97201

NOTED ON CARD
10-22-73 S.D.

WM. H. FERGUSON
CHARLES S. BURDELL (1973)
WM. WESSELHOEFT
DONALD McL. DAVIDSON
EDWARD MILPERT, JR.
THOMAS J. GREENAN
HENRY W. DEAN, JR.
WILLIAM B. MOORE
C. DAVID SHEPPARD

LAW OFFICES OF
Ferguson & Burdell
928 LOGAN BUILDING
Seattle, Washington 98101
(206) 622-1711

W. J. THOMAS FERGUSON
JAMES E. HURT
GUST S. DOCES
WILLIAM D. STITES
BRUCE R. BABBITT
JAMES P. McGOWAN
JOHN M. WOODLEY
CHRISTOPHER KANE

October 19, 1973

Department of Highways
State Highway Building
Salem, Oregon 97310

Re: Tri-M Erectors, Inc. - Claims of Lien

Gentlemen:

Enclosed herewith please find a duly executed Notice of Release of Claims of Lien of the seven (7) Claims of Lien therein described.

Very truly yours,

FERGUSON & BURDELL

By: Donald McL. Davidson

DMD:bm
cc: Secretary of State
Tom Ferguson (Mercer Steel Company)

RECEIVED
OCT 22 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTICE OF RELEASE OF CLAIMS OF LIEN

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, TRI-M ERECTORS, Inc., does hereby release and discharge the notices of claim of lien dated September 7, 1973, and described as follows:

1. Against HUGHES AND LADD and HUGHES AND LADD, INC. and the THE TRAVELERS INDEMNIFY COMPANY, under State Highway Contract No. 7566, in the amount of Nineteen Thousand, Nine Hundred Twenty-Two Dollars and Thirty-One Cents ($19,922.31);

2. Against J. C. COMPTON CO. and ROSS BROS. CONSTRUCTION, INC. and THE TRAVELERS INDEMNITY COMPANY and GENERAL INSURANCE COMPANY OF AMERICA, on State Highway Contract No. 7605, in the amount of Eleven Thousand, Three Hundred Ninety-Five Dollars and Seventy-Five Cents ($11,395.75);

3. Against HUGHES AND LADD and HUGHES AND LADD, INC., and THE TRAVELERS INDEMNITY COMPANY, on State Highway Contract No. 7563, in the amount of Four Thousand, Nine Hundred Thirteen Dollars and Eighty-Five Cents ($4,913.85);

4. Against GIBBONS AND REED COMPANY and THE TRAVELERS INDEMNITY COMPANY, on State Highway Contract No. 7670, in the amount of Seven Thousand, Eighty-One Dollars and Twenty-Nine Cents ($7,081.29);

5. AGainst WILLAMETTE WESTERN CORPORATION and GENERAL INSURANCE COMPANY OF AMERICA, on State Highway Contract No. 7760, in the amount of Three Thousand, Six Hundred Four Dollars and Eleven

Cents ($3,604.11).

6. AGainst RAY KIZER, RAY KIZER CONSTRUCTION COMPANY, THE TRAVELERS INDEMNITY COMPANY and GREAT AMERICAN INSURANCE COMPANY, on State Highway Contract No. 7539, in the amount of Seventeen Thousand, Four Hundred Thirteen Dollars and Seventy-Eight Cents ($17,413.78);

7. Against SCHRADER CONSTRUCTION COMPANY, INC., and RELIANCE INSURANCE COMPANY, on State Highway Contract No. 7681, in the amount of One Thousand, Eight Hundred Fourteen Dollars and Twenty-Three Cents ($1,814.23).

DATED October 18, 1973.

TRI-M ERECTORS, INC.,

By: B P Babbitt
Bruce P. Babbitt
Attorney and Agent

Agent's Address:

FERGUSON & BURDELL
929 Logan Building
Seattle, Washington 98101

Claimant's Address:

TRI-M ERECTORS, INC.
22650 85th Place South
Kent, Washington

RECEIVED
OCT 22 1973
HIGHWAY
ADMINISTRATIVE SERVICES

STATE COPY

7760

cc: OSHD (H S Coulter)
Region
Wash DC

U. S. DEPARTMENT OF TRANSPORTATION
Federal Highway Administration
Bureau of Public Roads

FINAL ACCEPTANCE REPORT
(PPM 20-6.1)

9-28-73

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	8	Malheur	Oregon
DATE OF REPORT	REPORT MADE BY		PROJECT NO.
9-28-73	R. A. Nichols, Area Engineer		S-23-015(2)
COMPLETION DATE	ACCEPTANCE DATE BY CONTRACT AGENCY	TIME ELAPSED	CONTRACT TIME
5-29-73	8-9-73	100 %	370 cal. days
APPROVED EXTENSIONS	LOCATION		
None	Across the Snake River ½ mile south of Adrian, Oregon on the Parma Spur.		

*The PR-47, Statement of Materials and Labor Used by Contractors on Highway Construction Involving Federal Funds, has been submitted.

*A copy of the State's materials certificate is attached to the Division office copy of this report.
Compliance reviews made indicate that all applicable contract requirements relative to wage rates, payroll submissions, and labor provisions have been met.

There is compliance with section 1.23 of the Regulations pertaining to encroachment on the right-of-way.

REMARKS: *The project has been completed in reasonably close conformity with the approved plans and specifications including authorized changes and extra work.*

COPY

OCT 24 1973

REGIONAL OFFICE

SNAKE RIVER (ADRIAN) BRIDGE
SUCCOR CREEK (PARMA SPUR) HIGHWAY
Right-of-Way

This project begins at the junction of State Highway 201 and US 26 and 20 and proceeds westerly across the Snake River.

The roadway included within the limits of this project has been completed to the stage so that the need for additional right of way is not anticipated.

All right of way actions are completed except for preparation of the final voucher.

Original Signed by
C. J. Mathias
Div. ROW Office

10-26-73
cy Coulter
cy Young

I concur

C. J. Mathias
Division Right-of-Way Officer

Coulter
cy Boyd
10-26-73

NOTED
H.S.COULTER

*NOTE: Not applicable for direct federal projects.

ACCEPTANCE OF PROJECT IS RECOMMENDED		ACCEPTED BY BUREAU OF PUBLIC ROADS	
SIGNATURE: Original signed by R. A. NICHOLS		SIGNATURE: Original signed by E. J. Valach Dist. Engineer	
TITLE: R. A. Nichols	DATE	TITLE: E. J. Valach	DATE: OCT 23 1973

Form PR 33-E (Rev. 7-70) EXISTING STOCKS OF FORM PR 33-E (Rev. 3-68) WILL BE USED.

7760

NOTED ON CARD
9-21-73 KO

September 21, 1973

Willamette-Western Corporation
Foot of North Portsmouth Avenue
Portland, Oregon 97203

Attention: A. B. Wilkinson
Area Manager

Gentlemen:

Thank you for your letter of September 19, 1973, concerning Tri-M Erectors, Inc., claim on Contract No. 7760 for work on the Snake River (Adrian) Bridge Section of the Succor Creek (Parma Spur) Highway in Malheur County.

This information is being noted in our records.

Very truly yours,

C. W. Head, Manager
ADMINISTRATIVE SERVICES

CWH:ks

"Helping Build the West"

WILLAMETTE-WESTERN CORPORATION

Foot of N. Portsmouth Ave., Portland, Oregon 97203
Phone: 503 • 285-9111 • Cable Address: WILDWEST

September 19, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

ATTN: Mr. C.W. Head, Manager Administrative Services

RE: Contract 7760 - Snake River (Adrian) Bridge

Gentlemen:

By receipt of your letter dated September 13th, 1973, addressed to the Law Offices of Ferguson & Burdell, we became aware of a claim of lien filed by Tri-M Erectors.

Please be advised that we have no contractual agreements with Tri-M Erectors on the above referenced State project nor any other current State contract.

Sincerely yours,

WILLAMETTE-WESTERN CORPORATION

A. B. Wilkinson
Area Manager

ABW:kdl

cc: Tri-M Erectors
Ferguson & Burdell
General Insurance Co. of America

RECEIVED
SEP 20 1973
HIGHWAY
ADMINISTRATIVE SERVICES

WILLAMETTE TUG & BARGE CO.
WILLAMETTE HI-GRADE CONCRETE CO.

NOTED
C. W. HEAD

WESTERN-PACIFIC DREDGING CORP.
WESTERN-PACIFIC PILEDRIVING CO.

Ship Assisting • Towing • Barging • Land and Water Cranes • Marine Salvage • Hydraulic, Bucket and Clamshell Dredging • Cofferdams
Submarine Pipelines • Land Reclamation • Marine Construction • Piledriving • Intakes and Outfalls • Land and Water Substructures
Readymix Concrete • Sand and Gravel • Crushed Rock • Fill Material • Truck-Rail-Barge Delivery

7760 — 4828

5

FILED
SECRETARY OF STATE
CLAY MYERS
SEP 14 1973

RECEIVED
SEP 14 8 18 AM '73
CLAY MYERS
SECRETARY OF STATE

OREGON STATE HIGHWAY DIVISION

NOTED ON CARD
8-19-73 kc

September 13, 1973

Ferguson & Burdell
929 Logan Building
Seattle, Washington 98101

Gentlemen:

This is to acknowledge receipt of your letter of September 10, 1973, informing us that your client, Tri-M Erectors, Inc., has a claim in the amount of $3,604.11 against Willamette Western Corporation for the placing of reinforcing steel.

From the description given in your letter, this appears to be in reference to the Willamette-Western Corporation Contract No. 7760 for work on the Snake River (Adrian) Bridge Section of the Succor Creek (Parma Spur) Highway in Malheur County.

The General Insurance Company of America furnished the performance bond on this contract. We will advise them of the receipt of this claim, and we will also forward it to the Secretary of State for filing.

Please advise this office when your client's claim has been satisfied.

Very truly yours,

ORIGINAL SIGNED
C. W. HEAD

C. W. Head, Manager
ADMINISTRATIVE SERVICES

cc General Insurance Co. of America
Willamette-Western Corporation

bc Hon. Clay Myers - Please acknowledge receipt of the attached claim on the enclosed copy of this letter.

RECEIVED
SEP 17 1973
HIGHWAY
ADMINISTRATIVE SERVICES

E-123

WM. H. FERGUSON
CHARLES S. BURDELL (1973)
WM. WESSELHOEFT
DONALD McL. DAVIDSON
EDWARD HILPERT, JR.
THOMAS J. GREENAN
HENRY W. DEAN, JR.
WILLIAM B. MOORE
C. DAVID SHEPPARD

LAW OFFICES OF
Ferguson & Burdell
929 LOGAN BUILDING
Seattle, Washington 98101
(206) 622-1711

W. J. THOMAS FERGUSON
JAMES E. HURT
GUST S. DOCES
WILLIAM D. STITES
BRUCE P. BABBITT
JAMES P. McGOWAN
JOHN M. WOODLEY
CHRISTOPHER KANE

September 10, 1973

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Re: Tri-M Erectors, Inc. Claims of Lien

Gentlemen:

Enclosed please find five (5) notices of claims of lien of Tri-M Erectors, Inc. for placing of re-enforcing steel on State Highway Contracts Nos. 7566, 7605, 7563, 7670 and 7760.

I would appreciate it if you would send me acknowledgement of the receipt of the enclosed claims.

Yours very truly,

FERGUSON & BURDELL

By: Bruce P. Babbitt

BPB/lc

Enclosures

RECEIVED
SEP 12 1973
HIGHWAY
ADMINISTRATIVE SERVICES

NOTICE OF CLAIM OF LIEN

TO: Secretary of State
State of Oregon
Salem, Oregon

AND TO: Department of Highways
State Highway Building
Salem, Oregon 97310

NOTICE IS HEREBY GIVEN that the undersigned, TRI-M ERECTORS, INC., has a claim for the placing of reinforcing steel placed by it in the sum of Three Thousand, Six Hundred Four Dollars and Eleven Cents ($3,604.11) against the bond taken from WILLAMETTE WESTERN CORPORATION, an Oregon corporation, as principal, and GENERAL INSURANCE COMPANY OF AMERICA, a Washington corporation, as surety, for the work of grading, paving and structure on the Snake River (Adrian) Bridge of Succor Creek (Parma Spur) in Malheur County, Oregon, being State Highway Contract No. 7760.

DATED September 7th, 1973.

TRI-ERECTORS, INC.

By: B P Babbitt
Bruce P. Babbitt,
Attorney and Agent

Agent's Address:

FERGUSON & BURDELL
929 Logan Building
Seattle, Washington 98101

Claimant's Address:

TRI-M ERECTORS, INC.
22650 85th Place South
Kent, Washington

RECEIVED
SEP 12 1973
HIGHWAY
ADMINISTRATIVE SERVICES

7760

August 15, 1973

General Insurance Co. of America
1300 S. W. 1st
Portland, Oregon 97201

Gentlemen:

On August 14, 1973, we wrote to you concerning release of final payment on Contract No. 7760 awarded to Willamette-Western Corporation for work on the Snake River (Adrian) Bridge of the Succor Creek (Parma Spur) Highway in Malheur County.

Final payment on this contract is $5,000 and the total contract amount is $787,451.25 including $3,894.65 for work performed under force account.

Very truly yours,

C. W. Read, Manager
ADMINISTRATIVE SERVICES

Enc
cc Willamette-Western Corporation
Foot of N. Portsmouth Ave.
Portland, Oregon 97023

C. T. Keasey
Walt Hart
V. E. Shoog Attn: Dick Macek
Wendell Schwartz

7760

August 13, 1973

TO Oregon Transportation Commission

FROM F. B. Klaboe
Administrator and
State Highway Engineer

SUBJECT Highway Project Acceptance

Contract No. 7760, Work Completed May 29, 1973

Project Snake River (Adrian) Bridge

Highway Succor River (Adrian) Bridge, County Malheur

Type of Work Grading, Paving and Structure

Contractor Willamette - Western Corporation

Recommended Acceptance Date August 9, 1973

The contractor has completed all work according to specifications and I recommend your acceptance of the project. I will assume this matter has your approval, unless advised to the contrary.

This item will be on the agenda at the Commission meeting on August 14, 1973 for your formal concurrence.

VG:pr

cc: C. W. Head
A. E. Johnson
H. S. Coulter
L. H. Young
C. T. Keasey
W. J. Hart

7760

5

FORM E-1 (REV 10-69)

OREGON STATE HIGHWAY DIVISION

FIELD ENGINEER'S WEEKLY REPORT

FOR CONSTRUCTION PROJECTS ONLY
CONSTRUCTION AND BRIDGE SECTION

SECTION: SNAKE RIVER (ADRIAN) Br.		WEEK ENDING: June 30, 1973
		SECTION PREFIX: 123-1029
HIGHWAY: Succor Creek (Parma Spur)		COUNTY: Malheur
NAME OF JOB: Snake River (Adrian) Br.	KIND OF WORK: Grading, Paving and Structures	
CONTRACTOR: Willamett-Western Corporation	CONTRACT NUMBER: 7760	FEDERAL AID PROJECT NUMBER: BR-S-23-015(1), ERS-S-23-015(1)
DATE OF CONTRACT: June 12, 1972	DATE WORK STARTED: June 26, 1972	ESTIMATED COMPLETION DATE: May 25, 1973
AVERAGE FORCE ON PROJECT FOR THE WEEK: MEN: 0 SUPERVISION: 0	SPECIFIED WORK DAYS / SPECIFIED CALENDAR DAYS a) 325 b) 370	WORK DAYS USED / CALENDAR DAYS USED: 329
	SPECIFIED COMPLETION DATE	PERCENT OF TIME ELAPSED: a) 100% b) 85%
PROJECT AUTHORIZATION: $898,464.87	ENGINEERING AUTHORIZATION: $71,243.91 + 645.81	PERCENT OF CONTRACT COMPLETED BASED ON ESTIMATED COST: 100%
EXCLUSIVE OF ENGINEERING: $827,220.96		PERCENT OF CONTRACT COMPLETED BASED ON TOTAL AUTHORIZATION: 98%
ESTIMATED COST OF COMPLETED PROJECT, EXCLUSIVE OF ENGINEERING: $786,381.74	ENGINEERING COST TO DATE: $60,877.41	DATE PROJECT WAS COMPLETED:
ESTIMATED PERCENT: ~~OVERRUN~~ UNDERRUN 5 %	PERCENT OF AUTHORIZATION 85 %	May 25, 1973

ESTIMATED PERCENT COMPLETE (ROADWORK)

CLEARING	DRAINAGE	GRADING	BASE	OIL AND/OR PAVE.	MAT'L. PROD.		
100%	100%	100%	100%	100%			

	GRADING	SURFACING	~~MAINTENANCE~~ MATERIALS	OIL & BITUMINOUS MACADAM	PAVING
MILES IN PROJECT	.45	.45	.45		.45
MILES PARTIALLY COMPLETED	.45	.45	.45		.45
MILES COMPLETED	.45	.45	.45		.45
TOTAL ESTIMATED QUANTITIES (CONTRACT)	9900 cuyd	3700 cuyd	1500 tons		1380 tons
TOTAL QUANTITIES CORRECTED TO DATE	8900	4575	956		1332
ESTIMATED QUANTITIES MOVED OR PLACED TO DATE	8900	4575	956		1332
AVERAGE DAILY QUANTITIES	-	-	-		-
AVERAGE DAILY QUANTITIES NECESSARY TO COMPLETE PROJECT ON TIME	-	-	-		-
NUMBER OF SHIFTS PER DAY	-	-	-		-
HOURS PER SHIFT	-	-	-		-

EQUIPMENT USED DURING THE WEEK:

None

ESTIMATED PERCENT COMPLETE (STRUCTURES)

BRIDGE NO.	4412A							
PERCENT	100%							

	WEATHER	WORK DAYS CHARGED	HOURS DELAY	CAUSE OF DELAY
SUNDAY 24	Hot-Clear	0		
MONDAY 25	" "	0		
TUESDAY 26	" "	0		
WEDNESDAY 27	" "	0		
THURSDAY 28	" "	0		
FRIDAY 29	" "	0		
SATURDAY 30	" "	0		

GENERAL DESCRIPTION OF ACTIVITIES FOR THE WEEK

SUNDAY	No Activity Entire Week.
MONDAY	
TUESDAY	
WEDNESDAY	
THURSDAY	
FRIDAY	
SATURDAY	

REMARKS

Project complete, [illegible] except for minor cleanup

Semi-Final submitted

SIGNED K C Almer LOCATION Ontario

K.C. Almer Ass. Res Br. Eng

PRIME RESIDENT SUBMIT 2 COPIES. WHEN BRIDGES AND GRADING BOTH ARE INVOLVED, SUBMIT 3 COPIES

SP°F216

OREGON STATE
HIGHWAY DIVISION

7760

HIGHWAY BUILDING • SALEM, OREGON • 97310

TOM McCALL
GOVERNOR

GEORGE M. BALDWIN
Administrator of Highways

June 1, 1973

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, WA 98104

Dear Sir:

Snake River (Adrian) Bridge
Succor Cr. (Parma Spur) Highway
Malheur County
Bridge 4412A, Contract 7760
Falsework Removal

The falsework permit you issued for this structure on June 19, 1972 requires, under Item 7, a certified statement that the cofferdams and piling were removed as specified and that no obstruction remain on the river bottom.

Such certification by the Resident Bridge Engineer on the project is attached. The Resident Engineer has informed me that he has had the river bottom dragged and found that all obstructions have been removed.

Attached is the final monthly status report. All work on this project has been completed.

Very truly yours,

Walter J. Hart
Bridge Engineer
By ORIGINAL SIGNED
R.W. ELLISON
R. W. Ellison
Bridge Administration Engineer

NOTED
E. S. HUNTER

RWE:dh
Attachment
cc E. S. Hunter
W. E. Schwartz
C. H. Duval
H. S. Cox

RECEIVED
JUN 4 1973
OFFICE OF
ASSISTANT STATE HIGHWAY ENGINEER

7760 5-24-73 C

STATE COPY

cc: OSHD (R E Coulter)
Region
Wash DC

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

NOTED
U.S.

CONSTRUCTION INSPECTION REPORT
(PPM 20-6.1)

(Check appropiate box) ☐ CONTACT ☐ PROJECT STAGE INSPECTION ☑ FINAL INSPECTION

REGION NO.	REPORT NO.	COUNTY	DIVISION
10	7	Malheur	Oregon

DATE OF INSPECTION	INSPECTION MADE BY	PROJECT NO.
5-24-73	R. A. Nichols, Area Engineer	S-2361S(1)

IN COMPANY WITH
Dale Allen, Reg Constr Engr, OSHD; C. Duval, Resident Engineer, OSHD.

QUALITY OF WORK	PROGRESS OF WORK	TIME ELAPSED	WORK COMPLETED
Satisfactory	Satisfactory	99 %	99 %

REPORT TO INCLUDE: (1) SCOPE OF INSPECTION (2) SUMMARY OF FINDINGS, RECOMMENDATIONS, AND ACTION TAKEN
(* Not applicable for all contacts.)

COPY SENT
JUN 18 1973
REGIONAL OFFICE

SNAKE RIVER (ADRIAN BRIDGE)
SUCCOR CREEK (PARMA SPUR) HIGHWAY
Grading, Surfacing, and Structure

The project work was completed except for a very small amount of finishing on the structure and the replacement of a small amount of asphaltic concrete where the contractor had spilled diesel oil during the removal of the old structure.

Acceptance of the project is recommended.

COPY SENT
JUN 14 1972
Washington

RECEIVED
STATE HWY ENGR
JUN 19 73
REFER TO
Coulter
FOR
Info | Inves | R/D | D/R | Sign | Act | File

6-19-73 Copy forwarded

FORM PR-33B
(REV. 5-70)

PREVIOUS EDITIONS WILL BE USED

7760

STATE COPY

5

MONTHLY TRANSACTION NUMBER 4-35	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NUMBER 5	MODIFICATION OF FEDERAL-AID PROJECT AGREEMENT	COUNTY Malheur
MODIFICATION NUMBER 1	(PPM 21-7) 4-11-73	PROJECT NUMBER S-23-015(2)

The Project Agreement for the above-referenced project entered into between the undersigned parties and executed by the Division Engineer on January 24, 1972, is hereby modified as follows:

	Former amount	Revised amount
Estimated total cost of project	$ 26,000	$ 29,000
Federal Funds	$ 16,500	$ 21,700
Other revisions		

This modification is made for the following reasons:

Increase in cost of relocation assistance reimbursable at 100% pro rata.

All other terms and conditions of the Project Agreement will remain in full force and effect.

This modification is effective as of the 11th day of April, 1973.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By _____

Assistant State Highway Engineer
(Title)

By _____

_____
(Title)

By _____

_____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
Acting (Division Engineer)
Vernon V. Cusack

Form PR-2A (Rev. 5-71) Existing stocks of Form PR-2A (Rev. 4-70) will be used.

GPO 915-669

Oregon State Highway Division

Federal-aid Project
No. S-23-015(2)

SNAKE RIVER (ADRIAN) BRIDGE SECTION

ON THE SUCCOR CR. (PARMA SPUR) HWY. IN MALHEUR COUNTY

Salem, Oregon, April 5, 1973

Revised Project Agreement Estimate.

Type Code R.O.W.
Rights-of-Way (Sta. 10+00 to Sta. 33+00)

Right-of-Way	All Required	$15,500.00
	Subtotal	$15,500.00
	Acquisition Expense	4,500.00
	Total	$20,000.00

Relocation Assistance

Moving Costs (1 Business)	All Required	$ 2,500.00
Moving Costs (1 Family)	All Required	640.00
Replacement Housing (1 Family)	All Required	5,780.00
	Subtotal	$ 8,920.00
	Incidental Cost	80.00
	Total	$ 9,000.00

Length of Project - - - 0.436 mile

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
Right-of-Way	$20,000.00	$12,700.00	$7,300.00
Relocation Assist.	9,000.00	9,000.00	-
Totals	$29,000.00	$21,700.00	$7,300.00

Prefix: 123-2510

STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
1-100		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
3	*(PPM 21-7)*	Malheur
	1-24-72	PROJECT NO. S-23-015(2)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. Jct. FAS-23-014 (Adrian) E. 0.44 Mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY	11-22-71	
CONSTRUCTION		
OTHER *(Specify)*		

FUNDS Pro Rata 63.55%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$ 26,000	$ 16,500

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E S Hanks

Assistant State Highway Engineer
(Title)

By _____
(Title)

By _____
(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By G L Green
(Division Engineer)
FOR R. E. Simpson

Date executed by Division Engineer JAN 24 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid
Project No. S-23-015(2)

SNAKE RIVER (ADRIAN) BRIDGE SECTION

ON THE SUCCOR CR. (PARMA SPUR) HWY. IN MALHEUR COUNTY

Salem, Oregon, January 14, 1972

Project Agreement Estimate.

Type Code R.O.W.
Rights-of-Way (Sta. 10+00 to Sta. 33+00)

Right-of-Way	All Required	$15,500.00
	Subtotal	$15,500.00
	Acquisition Expense	4,500.00
	Total	$20,000.00

Relocation Assistance

Moving Costs (1 business)	All Required	$ 500.00
Moving Costs (1 family)	All Required	400.00
Replacement Housing (1 family)	All Required	5,000.00
	Subtotal	$ 5,900.00
	Incidental Cost	100.00
	Total	$ 6,000.00

Length of Project - - - - - - 0.436 mile

SUMMARY OF FUNDS

Description	Total Cost	Federal Funds	State Funds
Right-of-way	$20,000.00	$12,700.00	$7,300.00
Relocation Assistance	6,000.00	3,800.00	2,200.00
Total	$26,000.00	$16,500.00	$9,500.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix - 123-2510

RECEIVED
DEC 18 19

FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

7760

December 14, 1972

RECEIVED
STATE HWY ENGR
DEC 15 72
REFER TO
FOR
Info | Invest | R/D | D/R | Sign | Act | File

TO: Mr. G. L. Green, Division Engineer
Federal Highway Administration

FROM: ORIGINAL SIGNED
K. A. CHATWOOD
K. A. Chatwood
Administrative Right of Way Agent

NOTED
TOM EDWARDS

SUBJECT: S-23-015(2)
Adrian (Snake River) Bridge Section
Succor Creek (Parma Spur) Highway
Malheur County

SU-568(1)
Cape Arago-Woodland Drive Section
Empire-Coos Bay Highway
Coos County

Mr. Leo Quesnel of your office inquired of this office regarding public notices published in local newspapers on the above-named projects.

Attached are letters from Right of Way Supervisors H. W. Snell and Leonard Riley regarding the notices. Two properties were involved in Relocation Benefits on the Adrian Bridge Section; three properties were involved with Relocation Benefits on the Cape Arago Section. All have been completed but one, a junk yard with an occupied apartment.

Attachments

CC Tom Edwards w/attachments
F. B. Klaboe w/attachments
L. H. Young w/attachments
V. E. Skoog w/attachments
M. R. Mitchell w/attachments

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850

December 7, 1972

RECEIVED
DEC 11 1972
RIGHT OF WAY

To: D. H. Moehring
Right of Way Engineer

S A L E M

SUBJECT: I.M. 80-1-71, pp 11-"e"
Public Announcement

Re: Adrian (Snake River) Bridge Section
Succor Creek (Parma Spur) Highway
Malheur County

Attention: K. A. Chatwood
Admin. R/W Agent

Two properties on the above section were involved with relocation. They were Files 46815 and 46816. The people involved in both properties attended a local meeting held at the Adrian High School in August of 1971. Relocation was fully discussed with them personally at the meeting. File 46815 was the relocation of a small farm machinery and auto repair shop. The operator, Mr. Robert Callahan, rented the property. He was contacted by me and by Merle Griffin of the La Grande office. File No. 46816 was the relocation of the Hamilton family who owned the only house in the taking, also contacted by me and by Mr. Griffin. At my visit to both properties for the purpose of appraising the takings, relocation was discussed at length. In addition, Mr. Griffin, acting in the capacity of Relocation Agent, contacted both parties. He made a survey of the available new locations for the business and available houses for the family, and was instrumental in finding them the house that they finally bought and occupied.

Because of the contacts as outlined above and because of compliance with I.M. 80-1-71, Paragraph 11, Sub-section "e", quote: "The Mass Media used could be: - - - -, local meetings - - -"., it is considered that I.M. 80-1-71 was complied with.

H. W. SNELL
District R/W Supervisor

HWS/cre

SP*52475-734

FORM E-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

.....Roseburg, Oregon.....
.....November 30, 1972.....

RECEIVED
DEC 1 1972
RIGHT OF WAY

SUBJECT:

To: Mr. D. H. Moehring
Right of Way Engineer
State Highway Building
Salem, Oregon 97310

ATT: Mr. K. A. Chatwood

Public Notice
Cape Arago-Woodland Drive Section
Empire-Coos Bay Highway
Coos County

Following your telephone call, I have gone through our general correspondence file completely and failed to find an order for the required newspaper notice regarding relocation on this project.

The matter of relocation benefits was explained fully, of course, at the corridor and design hearing on May 14, 1972 at the Coos Bay City Library. However, I believe the matter of public notice in the newspaper was overlooked.

L. W. Riley
Right of Way Supervisor

LWR:slw

NOTED
L. A. CHATWOOD

RECEIVED
NOV 2 - 1972
FOR FILING
7760

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE November 3, 1972

TO Memo to the Files

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Snake River (Adrian) Bridge
Succor Creek (Parma Spur) Highway
Contract 7760
Coast Guard Approval for Riprap

NOTED
A. E. JOHNSON

I called Mr. Ed Shields of the Coast Guard in Seattle about approval for installation of riprap at all piers of the subject project. I informed him that we have experienced about one foot of scour at the piers since they were installed this summer, that we anticipate more scour during winter flood periods, and that we desire to place a two-foot thick blanket of Class 100 riprap around each pier to replace eroded material and prevent further scour.

Mr. Shields stated that since we have a valid permit for the bridge construction and since we are replacing eroded material and protecting against possible further scour caused by the new bridge piers, we do not need to request additional approval from the Coast Guard.

He cautioned, however, that the riprap material must be clean and cause no discoloration of the water and that the work must comply with all water pollution regulations applicable to the project.

RWE:dh

cc Ed Shields
A. E. Johnson
A. A. Rear
W. E. Schwartz
C. H. Duval

RECEIVED
NOV 6 1972
OFFICE OF
A. E. JOHNSON
ASSISTANT STATE HIGHWAY ENGINEER

S

7760

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104

3271
Serial 492
7 JUL 1972

Oregon State Highway Division
ATTN: Mr. E. S. Hunter
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Gentlemen:

Your letter of 3 July 1972 requesting modification of the falsework permit for the Snake River Adrian Bridge has been received.

The modification, consisting of a temporary fill for dock access, is approved subject to your request and the drawings submitted therewith. Two copies of the approval are enclosed.

Sincerely,

A. C. PEARCE
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Encl: (1) copies approval

NOTED
E. S. HUNTER

7-11-72
CC Johnson
Hart
Schwartz

Recd
7-10-72

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 3, 1972

Commander (OAN)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Re: Proposed Bridge Across the
Snake River near Adrian, Oregon
Bridge No. 4412A
Bridge Permit No. 50-72

Enclosed are four prints of Willamette Western Corporation's Drawing 72-9401-302, on which they request a modification to the permit received June 19, 1972 based on their Drawing 72-9401-301.

The change involves placing a fill of approximately 0 to 4 feet in depth, extending out to the average high water elevation (approximately 60 feet in length) and 20 feet in width. A timber bulkhead will be placed at the end of the fill adjacent to the first bent of the temporary loading dock to keep fill out of river.

It would be appreciated if this could be processed as rapidly as possible as the contractor will be needing the loading dock shortly.

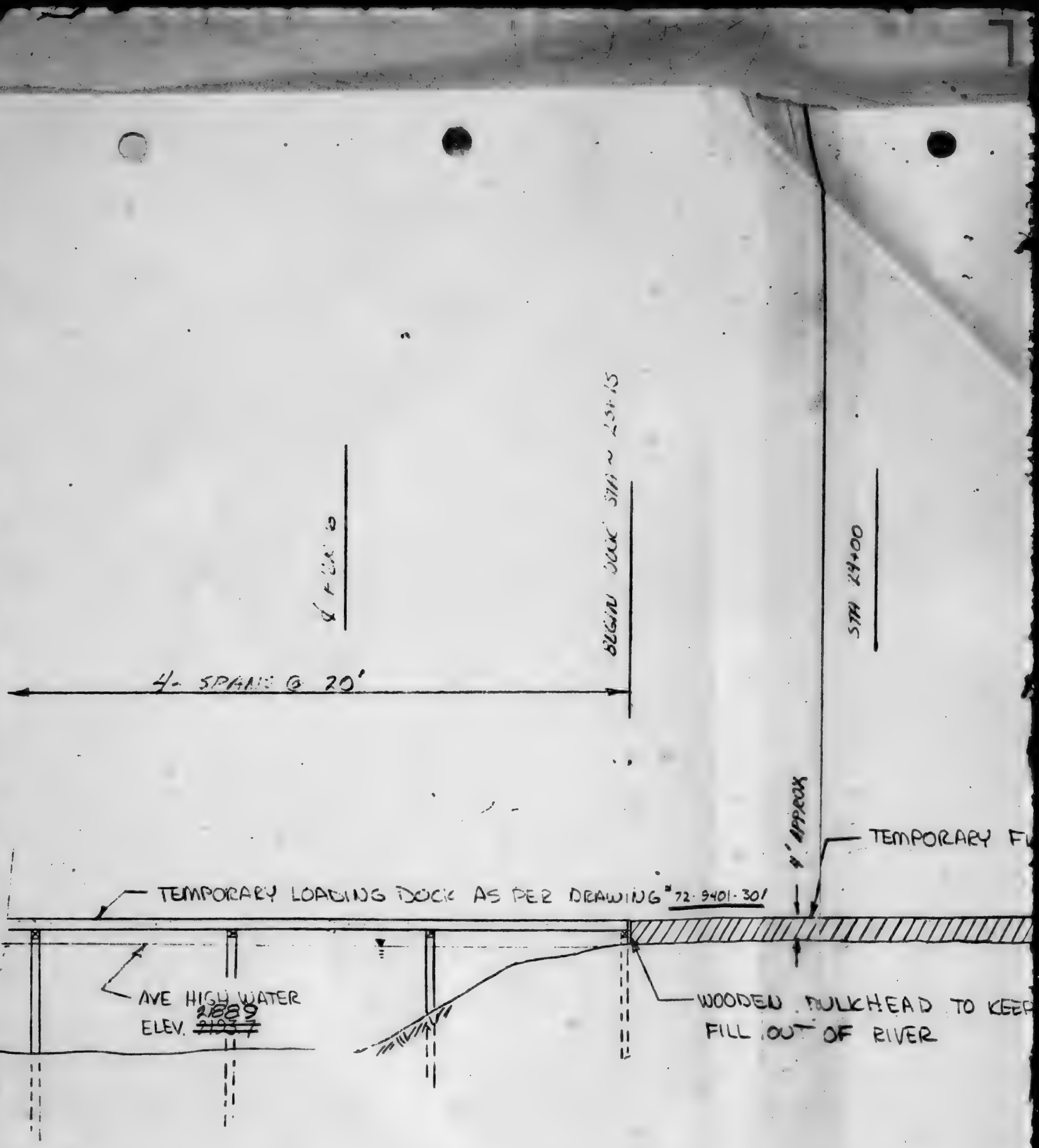
Very truly yours,

George M. Baldwin
Administrator of Highways

By E S Hunter

E. S. Hunter
Assistant State Highway Engineer

Attachments


4- SPANS @ 20'
BEGIN DOCK STA ~ 23+15
STA 24+00
4' APPROX
TEMPORARY LOADING DOCK AS PER DRAWING "72-9401-301
AVE HIGH WATER
ELEV. 2089
WOODEN BULKHEAD TO KEEP
FILL OUT OF RIVER

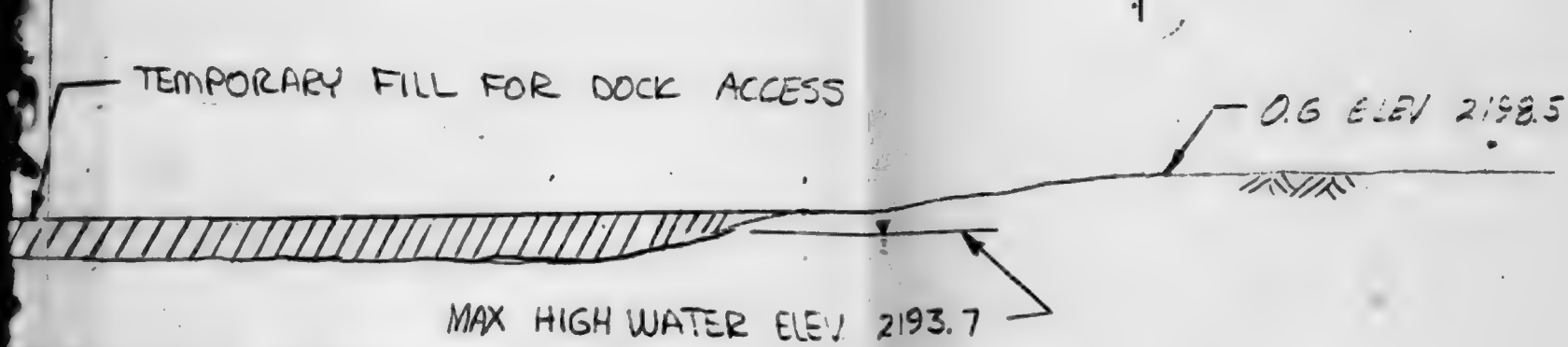
Plans approved as shown.
Date 7 July 1972

A. C. Pearce

A. C. PEARCE, CAPT, USCG
By direction

STH 24+00

℄ PIER 7 STH 24+60



WILLAMETTE WESTERN CORP.
SNAKE RIVER (ADRIAN) BRIDGE
ACCESS TO LOADING DOCK
DATE: 6/27/72 [illegible]

RECEIVED
JUL 6 - 1972
FOR FILE

7760

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE July 3, 1972

TO G. L. Green, Acting Division Engineer
~~Rod E. Simpson, Division Engineer~~
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

Federal-aid Project
No. BR-S-23-015(1)
RHS-S-23-015(3)

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Notification; Contract Work Started**

Contract 7760 **Work Started** June 22, 1972

Project Snake River (Adrian Bridge)

Highway Succor Creek (Farma Spur)

County Malheur

VG:kds

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 3, 1972

Commander (OAN)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Re: Proposed Bridge Across the
Snake River near Adrian, Oregon
Bridge No. 4412A
Bridge Permit No. 50-72

Enclosed are four prints of Willamette Western Corporation's Drawing 72-9401-302, on which they request a modification to the permit received June 19, 1972 based on their Drawing 72-9401-301.

The change involves placing a fill of approximately 0 to 4 feet in depth, extending out to the average high water elevation (approximately 60 feet in length) and 20 feet in width. A timber bulkhead will be placed at the end of the fill adjacent to the first bent of the temporary loading dock to keep fill out of river.

It would be appreciated if this could be processed as rapidly as possible as the contractor will be needing the loading dock shortly.

Very truly yours,

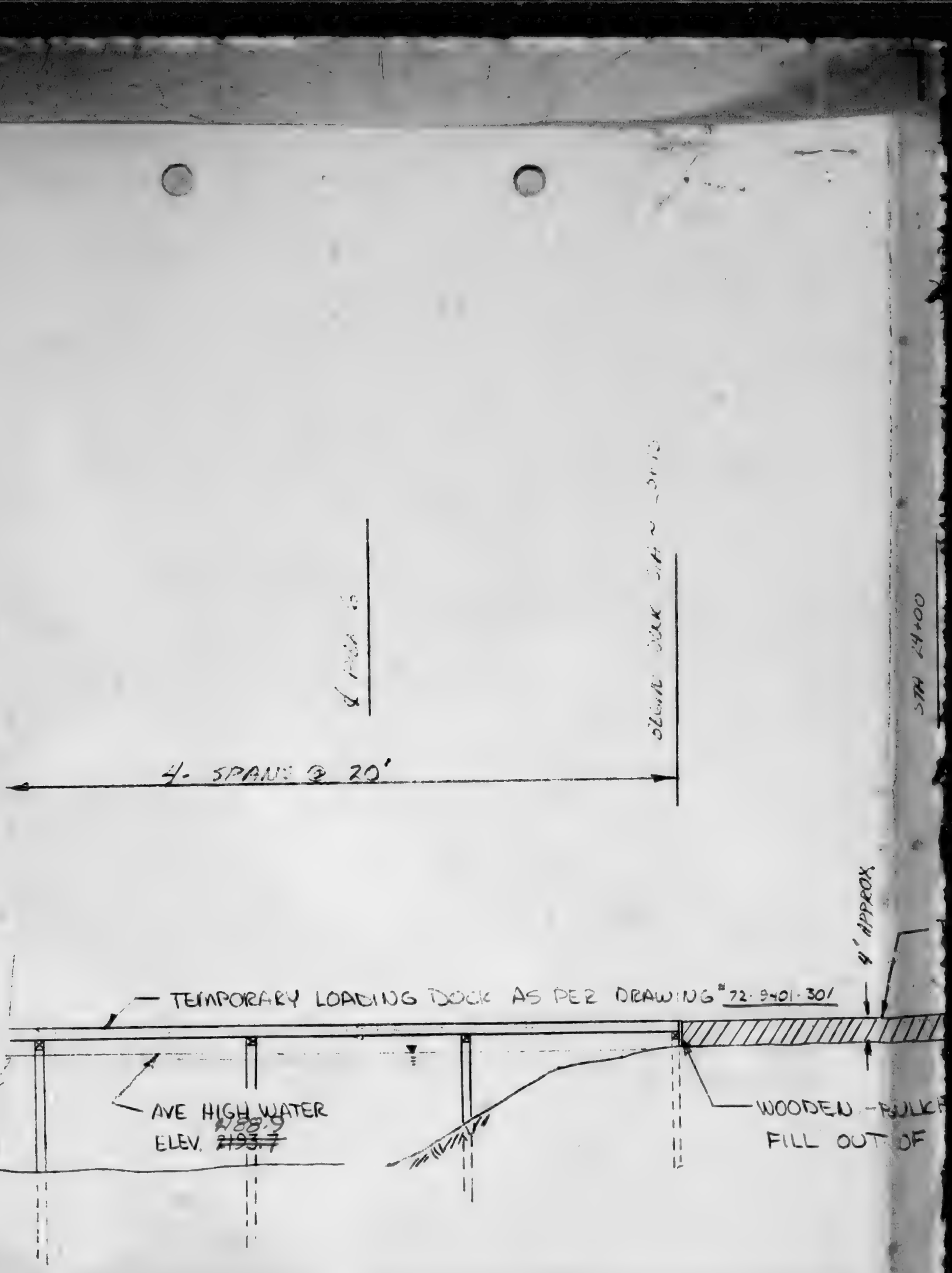
George M. Baldwin
Administrator of Highways

By E S Hunter

E. S. Hunter
Assistant State Highway Engineer

Attachments

copy


4- SPANS @ 20'
TEMPORARY LOADING DOCK AS PER DRAWING # 72-9401-301
AVE HIGH WATER
ELEV. ~~193.7~~ 188.9
WOODEN
FILL OUT OF

Plans approved as shown.

Date 7 July 1972

A C Pearce

A. C. PEARCE, CAPT, USCG
By direction

STA 24+00

4' APPROX

TEMPORARY FILL FOR DOCK ACCESS

D.C. ELEV 2198.5

MAX HIGH WATER ELEV 2193.7

EL - BULKHEAD TO KEEP
OUT OF RIVER

WILLAMETTE WESTERN CORP.
SNAKE RIVER (ADA CO.) REACH
ACCESS TO LOWER [illegible]
DATE: 6/27/72 [illegible]

7760 STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO. 6-101	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE Oregon
PROJECT REPORT NO. 3	**FEDERAL-AID PROJECT AGREEMENT** (PPM 21-7) 6-28-72	COUNTY Malheur
		PROJECT NO. EHS-S-23-015(3)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. 0.53 mi. S. of Adrian (Jct. FAS23-014) E. 0.40 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH (Miles)
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING		
RIGHTS-OF-WAY		
CONSTRUCTION	1-19-72	0.276
OTHER (Specify)		

FUNDS Pro Rata 63.56 %

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$164,438	$104,516

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By E J Hunter

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

for G. L. Green, Acting Division Engineer

Date executed by Division Engineer JUN 28 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-aid Project
No. EHS-S-23-015(3)

SNAKE RIVER (ADRIAN) BRIDGE SECTION

PARMA SPUR HIGHWAY IN MALHEUR COUNTY
Salem, Oregon, June 23, 1972

Project Agreement Estimate.

Type Code 6201
Roadway (Sta. 10+00 to Sta. 17+50)(Sta. 24+90 to Sta. 32+00)

Mobilization	All Required (15%)		$ 10,500.00
Temporary Protection and Direction of Traffic	All Required (15%)		960.00
Clearing and Grubbing	All Required		20,000.00
Removal of Structures and Obstructions	All Required		20,000.00
Embankment Foundation Excavation	220 cu.yd.	4.00	880.00
Embankmnet in Place	9,900 cu.yd.	1.80	17,820.00
Trench Excavation	150 cu.yd.	5.00	750.00
Finishing Roadbed and Slopes	All Required		2,500.00
Watering	300 M-gal.	4.00	1,200.00
Coarse Aggregate Base	3,700 ton	5.20	19,240.00
3/4"-0 Aggregate Base	1,050 ton	6.50	6,825.00
Class "B" Asphalt Concrete Mixture	1,380 ton	15.00	20,700.00
Asphalt Cement in Mixture	90 ton	60.00	5,400.00
12-inch Culvert Pipe	32 lin.ft.	12.00	384.00
18-inch Culvert Pipe	80 lin.ft.	15.00	1,200.00
Guard Rail, Type 2A	1,000 lin.ft.	7.00	7,000.00
Guard Rail Anchors	4 only	250.00	1,000.00
Extra for guard Rail Bridge Connection	4 only	200.00	800.00
Type 1 Fence	680 lin.ft.	1.00	680.00
Type 2 Fence	2,000 lin.ft.	1.50	3,000.00
16'x48" Single Gates	1 only	500.00	500.00
Extra for Asphlat Approaches	4 only	200.00	800.00
Guide Posts, W-1	20 only	10.00	200.00
Roadside Seeding and Mulching	2 acre	500.00	1,000.00
			$143,339.00
Flagging (60% of Contractor's Cost)	All Required (15%)		$ 75.00
Temporary Erosion Control	All Required		200.00
			$ 275.00
	Subtotal		$143,614.00
	Engr. & Cont.		20,824.00
	Total		$164,438.00

Length of Grade & Pave - - - - 0.276 mile
Cost of Roadway per mile - - - $595,789.86

Federal Funds - - - - - - - - - - - - - - - - - -	$104,516.00
State Funds - - - - - - - - - - - - - - - - - - -	59,922.00
Total - - - -	$164,438.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix 123-1029

Contract No. 7760

Group 2 - 14%

SNAKE RIVER (ADRIAN) BRIDGE SECTION

PROJECT NO. EHS-S-23-015(3)

Nonparticipating State Work

Permanent Striping	All Required	$100.00

7760 STATE COPY

Form Approved; O.M.B. No. 04-R2089

MONTHLY TRANSACTION NO.	U.S. DEPARTMENT OF TRANSPORTATION FEDERAL HIGHWAY ADMINISTRATION	STATE
6-10-25		Oregon
PROJECT REPORT NO.	**FEDERAL-AID PROJECT AGREEMENT**	COUNTY
5	*(PPM 21-7)*	Malheur
	6-28-72	PROJECT NO.
		BR-S-23-015(1)

The State, through its Highway Department, having complied, or hereby agreeing to comply, with the terms and conditions set forth in (1) Title 23, U.S. Code, Highways, (2) the Regulations issued pursuant thereto and, (3) the policies and procedures promulgated by the Federal Highway Administrator relative to the above designated project, and the Federal Highway Administration having authorized certain work to proceed as evidenced by the date entered opposite the specific item of work, Federal funds are obligated for the project not to exceed the amount shown herein, the balance of the estimated total cost being an obligation of the State. Such obligation of Federal funds extends only to project costs incurred by the State after the Federal Highway Administration authorization to proceed with the project involving such costs.

PROJECT TERMINI

St. Rd. 0.21 mi. E. of Adrian E. 0.13 mi.

PROJECT CLASSIFICATION OR CLASS OF WORK	EFFECTIVE DATE OF AUTHORIZATION	APPROXIMATE LENGTH *(Miles)*
HIGHWAY PLANNING		
PRELIMINARY ENGINEERING — P. S. & E. Prep Field Work	11-22-71 10-19-71	0.14
RIGHTS-OF-WAY		
CONSTRUCTION	5-3-72	0.14
OTHER *(Specify)*		

FUNDS Pro Rata 75%

ESTIMATED TOTAL COST OF PROJECT	FEDERAL FUNDS
$723,533	$542,649

The State further stipulates that pursuant to said Title 23, Regulations, and policies and procedures, and as a condition to payment of the Federal funds obligated, it accepts and will comply with the applicable provisions set forth on the reverse hereof.

OREGON STATE HIGHWAY DIVISION
(Official name of Highway Department)

By G Kuntz

Assistant State Highway Engineer
(Title)

By _____

(Title)

By _____

(Title)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

By _____
(Division Engineer)

for G. L. Green, Acting Division Engineer

Date executed by Division Engineer JUN 28 1972

AGREEMENT PROVISIONS

1. RESPONSIBILITY FOR WORK (all projects except those under an approved Secondary Road Plan). The State, through its highway department, will perform or cause to be performed, the work covered by the project in compliance with the approved plans and specifications or project proposal which, by reference, are made a part hereof.

2. SECONDARY ROAD PLAN PROJECT. The State highway department will construct the project, or cause it to be constructed, to final completion under its direct supervision, which will include adequate inspection throughout the course of construction, and in accordance with the standards and procedures specified in its Secondary Road Plan, or exceptions thereto, approved by the Federal Highway Administration.

3. HIGHWAY PLANNING PROJECT. The State highway department will (a) conduct or cause to be conducted, under its direct control, engineering and economic investigations of projects for future construction, together with highway research necessary in connection therewith, pursuant to the work program approved by the Federal Highway Administration and (b) prepare reports suitable for publication of the result of such investigations and research, but no report will be published without the prior approval of the Federal Highway Administration.

4. PROJECT FOR ADVANCE ACQUISITION OF RIGHTS-OF-WAY. In the event that actual construction of a road on this right-of-way is not undertaken by the close of the seventh fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

5. PRELIMINARY ENGINEERING PROJECT FOR PREPARATION OF RIGHT-OF-WAY PLANS OR FOR PREPARATION OF CONSTRUCTION PLANS, SPECIFICATIONS AND ESTIMATES. In the event that right-of-way acquisition for, or actual construction of the road for which this preliminary engineering is undertaken is not started by the close of the fifth fiscal year following the fiscal year in which this agreement is executed, the State highway department will repay to the Federal Highway Administration the sum or sums of Federal funds paid to the highway department under the terms of this agreement.

6. INTERSTATE SYSTEM PROJECT. (a) The State Highway department will not add or permit to be added, without the prior approval of the Federal Highway Administration any points of access to, or exit from, the project in addition to those approved in the plans and specifications for the project. (b) The State highway department will not permit automotive service stations, or other commercial establishments for serving motor vehicle users, to be constructed or located on the right-of-way of the interstate system. (c) The State highway department will not after June 30, 1968, permit the construction of any portion of the Interstate Route on which this project is located, including spurs and loops, as a toll road without the written concurrence of the Secretary of Transportation or his officially designated representative. The term 'toll road' does not include toll bridges or toll tunnels.

7. PROJECT FOR CONSTRUCTION IN ADVANCE OF APPORTIONMENT. (a) This project authorized pursuant to 23 USC 115 as amended, will be subject to all procedures and requirements, and conform to the standards applicable to projects on the system on which located, financed with the aid of Federal funds. (b) No obligation of previously apportioned Federal funds is created by this agreement, its purpose and intent being to provide that, upon application by the State highway department, and approval thereof by the Federal Highway Administration, any Federal-aid funds of the class designated by the project number prefix, apportioned to the State under 23 USC 104 subsequent to the date of this agreement, may be used to reimburse the State for the Federal share of the cost of work done on the project.

8. STAGE CONSTRUCTION. The State highway department agrees that all stages of construction necessary to provide the initially planned complete facility, within the limits of this project, will conform to at least the minimum values set by approved AASHO design standards applicable to this class of highways, even though such additional work is financed without Federal-aid participation.

9. BOND ISSUE PROJECT. Construction, inspection and maintenance of the project will be accomplished in the same manner as for regular Federal-aid projects. No present or immediate obligation is created by this Agreement against Federal funds, its purpose and intent being to provide aid to the State, as authorized by 23 USC 122, for retiring maturities of the principal indebtedness of the bonds referred to below. When the State requests Federal reimbursement to aid in the retirement of such bonds, the request will be supported by the appropriate certification required by PPM 21-9, and payment of the authorized Federal share will be made from appropriate funds available. If in any year there is no unobligated balance of any apportioned Federal funds available from which payments hereunder may be made, there will be no obligation on the part of the Federal Government on account of bond maturities for that year. Funds available to the highway department for this project are the proceeds of bonds issued by the governmental unit indicated on the attached tabulation, pursuant to the authority and in the amounts by date of issue and beginning date of maturities set forth therein.

10. PARKING REGULATION AND TRAFFIC CONTROL ON MAJOR CITY STREET PROJECTS. The State highway department will not permit any changes to be made in the provisions for parking regulations and traffic control as contained in the agreement between the State and the municipality, referred to in the paragraph on "Additional Provisions," without the prior approval of the Federal Highway Administration.

11. SIGNING AND MARKING. The State highway department will not install, or permit to be installed, any signs, signals, or markings not in conformance with the standards approved by the Federal Highway Administrator pursuant to 23 USC 109(d).

12. MAINTENANCE. The State highway department will maintain, or by formal agreement with appropriate officials of a county or municipal government cause to be maintained, the project covered by this agreement.

13. LIQUIDATED DAMAGES. The State highway department agrees that on Federal-aid highway construction projects the provisions of PPM 21-7, as supplemented, relative to the basis of Federal participation in the project cost shall be applicable in the event the contractor fails to complete the contract within the contract time.

NONDISCRIMINATION PROVISION

14. The State highway department hereby agrees that it will incorporate or cause to be incorporated into any contract for construction work, or modification thereof, as defined in the rules and regulations of the Secretary of Labor at 41 CFR Chapter 60, which is paid for in whole or in part with funds obtained from the Federal Government or borrowed on the credit of the Federal Government pursuant to a grant, contract, loan, insurance or guarantee, or undertaken pursuant to any Federal program involving such grant, contract, loan, insurance or guarantee, the following equal opportunity clause:

"During the performance of this contract, the contractor agrees as follows:

(a) The contractor will not discriminate against any employee or applicant for employment because of race, color, religion, sex, or national

Oregon State Highway Division

Federal-Aid
Project No. BR-S-23-015(1)

SNAKE RIVER (ADRIAN) BRIDGE SECTION

PARMA SPUR HIGHWAY IN MALHEUR COUNTY

Salem, Oregon, June 26, 1972

Project Agreement Estimate.

Type Code P.E.			
Preliminary Engineering	All Required		$ 19,000.00
Type Code X081			
Snake River Bridge (Str. No. 4412A)(Sta. 17+50 to Sta. 24+90)			
Mobilization	All Required (85%)		$ 59,500.00
Temporary Protection and Direction of Traffic	All Required (85%)		5,440.00
Bridge Removal Work	All Required		17,000.00
Shoring, Cribbing, Etc.	All Required		54,000.00
Structure Excavation	600 cu.yd.	7.50	4,500.00
Structure Excavation Below Elevations Shown	50 cu.yd.	10.00	500.00
Furnish HP 12x53 Steel Piling	2,210 lin.ft.	5.50	12,155.00
Furnish HP 14x73 Steel Piling	1,860 lin.ft.	7.00	13,020.00
Drive HP 12x53 Steel Piles	84 only	160.00	13,440.00
Drive HP 14x73 Steel Piles	36 only	160.00	5,760.00
Splice Steel Piles	30 only	65.00	1,950.00
Class "A" Concrete (1,818 C.Y.)	All Required		189,000.00
*Triple Seal Expansion Joint	44 lin.ft.	150.00	6,600.00
110'/115' Bulb Tee Prestressed Beams	36 only	4,400.00	158,400.00
Reinforcement (340,700 lbs.)	All Required		58,000.00
Three Tube Metal Railing	1,505 lin.ft.	19.00	28,595.00
Reinforced Concrete Bridge End Panels	185 sq.yd.	24.00	4,440.00
Deck Seal	3,500 sq.yd.	1.60	5,600.00
Loose Riprap, Class 100	35 cu.yd.	16.00	560.00
			$638,460.00
Flagging (60% of Contractor's Cost)	All Required (85%)		$ 425.00
On-the-Job Trainees (2)	All Required		1,600.00
			$ 2,025.00

*Experimental Item

	Subtotal	$640,485.00
	10% Engr. & Cont.	64,048.00
	Total	$704,533.00

Length of Structure - - - 0.140 Mile

Retain in Program

Riprap Piers 3, 4 and 5	All Required	$ 7,000.00
Install Telephone Conduit	All Required	400.00
	Subtotal	$ 7,400.00
	Engr. & Cont.	740.00
	Total	$ 8,140.00

SUMMARY OF FUNDS

Description	Total Cost	Fed. Funds	State Funds
P.E.	$ 19,000.00	$ 14,250.00	$ 4,750.00
Structure	704,533.00	528,399.00	176,134.00
Retain in Program	8,140.00	6,100.00	2,040.00
Totals	$731,673.00	$548,749.00	$182,924.00

State Funds for Const.: Chap. 175, Laws 1917; Chap. 31, Laws 1920; Chap. 529, Laws 1939.
State Funds for Maint.: Chap. 529, Laws 1939.

Prefix: 123-1029

Contract No. 7760

Group 1 - 86%

RECEIVED
JUN 23 1972
FC
7760

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 23, 1972

573

TO Mr. W. E. Schwartz
Regional Engineer
LaGrande

FROM Duane O. Christensen
Duane O. Christensen
Supervising Design Engineer

SUBJECT

Snake River (Adrian) Bridge Section
Succor Creek (Parma Spur) Highway
Malheur County
Bridge 4412A, Contract 7760

Attached are two copies of the contractor's permit request and Coast Guard approval letter for constructing a loading dock and two cofferdams on the above subject project. Note that this approval is subject to the conditions stated in the Coast Guard letter. We have reviewed this permit and find it in order.

This permit covers only the work specified on the enclosed plan and an additional request and approval will be required to cover the additional falsework required to complete the crossing. Future requests should be handled according to Section 105 - Control of Work, Article 105.02 of the Special Provisions, for this project. Please advise the contractor of this requirement.

The contractor should be further advised of his obligations to conform with other requirements of the contract specifications and state laws in relation to this work.

DOC:dh
Attachment

cc C. H. Duval /w/ encl.
J. H. Wood
A. A. Rear
A. E. Johnson

NOTED
A. E. JOHNSON

RECEIVED
JUN 23 1972
OFFICE OF
STATE HIGHWAY ENGINEER

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104

3271
Ser 460
19 June 1972

Oregon State Highway Division
Attn: Mr. A. E. Johnson
Assistant State Highway Engineer
Highways Building
Salem, Oregon 97310

Gentlemen:

Willamette-Western Corporation,your contractor for the Snake River Adrian Bridge, has requested falsework approval for two cofferdams and a loading dock to serve floating equipment at the construction site.

This permit is issued to Oregon State Highway Division, it being assumed Willamette-Western is acting as your agent in making the permit application. Approval is granted for construction of the loading dock and two cofferdams as shown on the attached drawing submitted by Willamette-Western's request 15 June 1972, subject to the following conditions:

1. Does not grant approval of any dredging or excavation within the open river.

2. Does not authorize disposal of any material in the river.

3. Falsework shall be kept clear of debris at all times so flow of river can pass unobstructed.

4. Permit holder is responsible for all other Federal, State and local laws and regulations administered by other agencies.

5. Barge mooring lines which could be a hazard to navigation shall be suitably flagged during the day and marked at night with white lights visible at least one (1) mile.

6. Notify this office at the time of start of installation of falsework and removal thereof.

7. At the completion of work, cofferdams shall be removed and pilings pulled or broken off at least one (1) foot below the natural bed of the river. A certified statement shall be furnished stating the method of removal and attesting that cofferdams and pilings were removed as specified; and, further, that no obstructions remain on the bottom as a result of the contractor's work.

This permit covers only the work specified. An additional request and

RECEIVED
JUN 22 1972
BRIDGE DIVISION

19 June 1972

Subj: Falsework - Adrian, Snake River Bridge

and approval will be required to cover the additional falsework required to complete the crossing.

Sincerely,

A. C. PEARCE
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Encl: (1) Approval

Copy to Willamette-Western Corp.

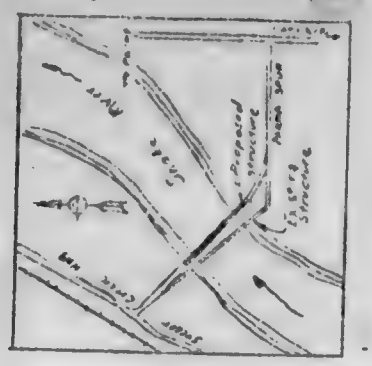
RECEIVED
JUN 21 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
D. O. Christensen

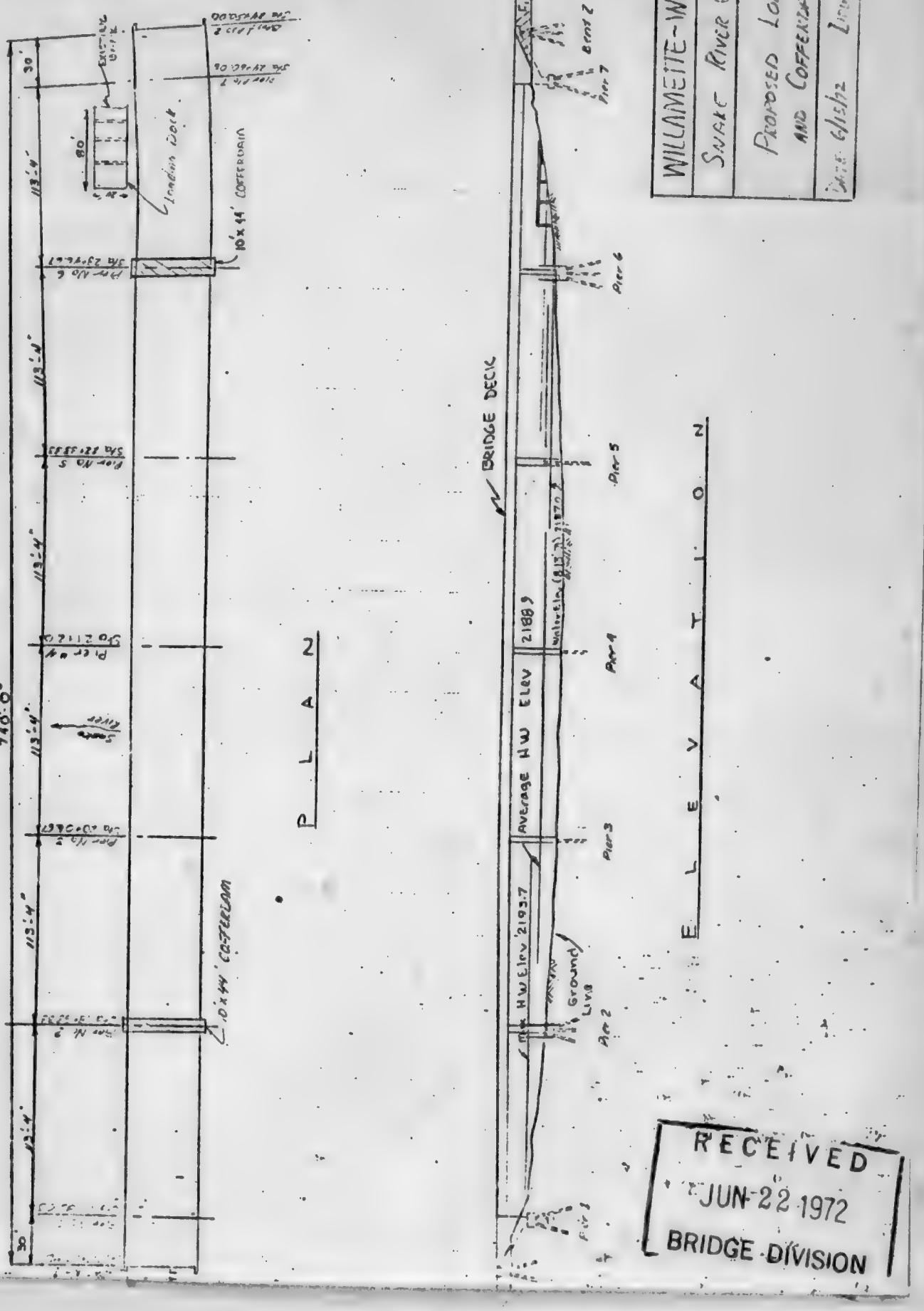
RECEIVED
JUN 22 1972
BRIDGE DIVISION

Plans approved as shown.
Date 19 JUN 1972

HEAL G. NELSON, CDR, USCG
By direction



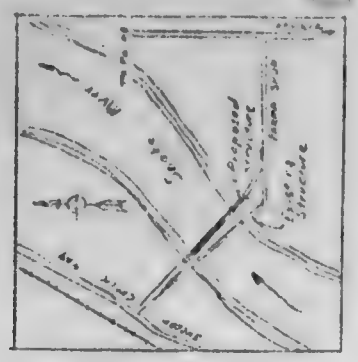
WILLAMETTE-WESTERN CORP.
SNAKE RIVER (SNAKE) BRIDGE
PROPOSED LOADING DOCK AND COFFERDAM LAYOUT
SCALE: 1/16"=1'-0" DRAWING No. 72 SRB-301



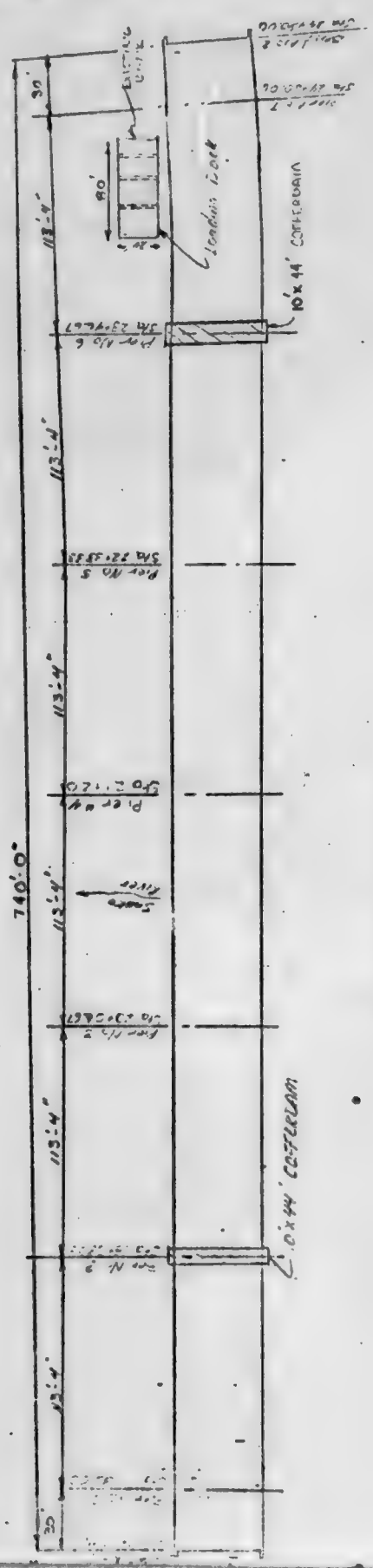
RECEIVED
JUN 22 1972
BRIDGE DIVISION

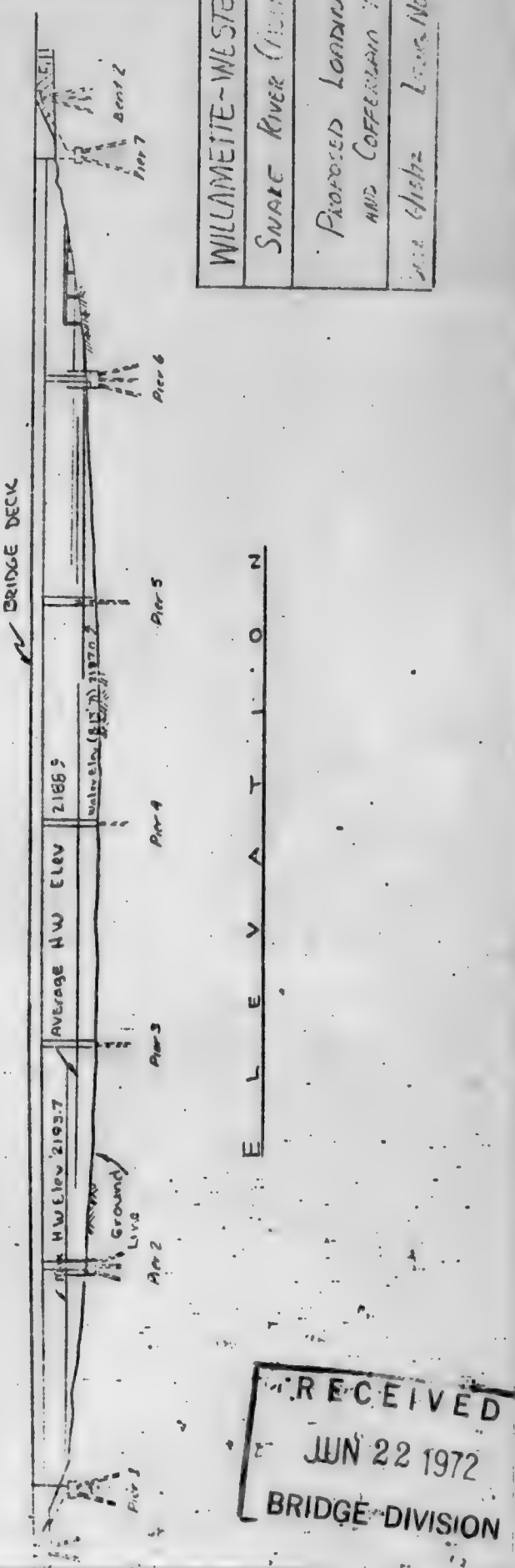
Plans approved as shown.
Date 19 JUN 1972

NEAL G. NELSON, CDR, USCG
By direction



WILLAMETTE-WESTSIDE CORP.
SWAN RIVER (PRIVATE) ESTATE
PROPOSED LANDING DOCK AND COFFERDAM PROJECT
Scale 1/16"=1' Drawing No. 72-Swr-301





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JUN 22 1972
BRIDGE DIVISION

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JUN 2[illegible] 1972

7760

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon

DATE June 20, 1972

TO W. Schwartz
Region 5 Engineer
LaGrande

Attention: C. O. Fredrickson

FROM R. W. Ellison
Bridge Administration Engineer

SUBJECT Snake River (Adrian) Bridge
Succor Cr. (Parma Spur) Hwy.
Contract 7760

Attached is a copy of the Coast Guard Permit for the subject project. Please note that a separate permit will be required prior to construction of the falsework.

Falsework plans should be submitted to this office through you sufficiently in advance of the actual construction work to allow us to obtain Coast Guard approval for the falsework, work trestle, barges, et cetera, which may be proposed to facilitate construction of the structure.

This permit requires that the existing structure shall be removed down to or below a depth of two feet below the natural bottom of the water. This is a change from the requirements of our special provisions and must be adhered to.

Please notify this office prior to commencement of work in order that appropriate notice may be supplied to the Coast Guard.

Monthly status reports showing obstructions in the river such as falsework forms, barges, trestles, et cetera, will be required. These reports should show the status of the obstructions at the time the report is made and should show additional obstructions or changes of obstructions which will be made during the following month. The existing obstructions should be noted in red and the anticipated changes of status of obstructions should be noted in blue.

Indication of falsework status and anticipated changes made on a copy of sheet 3 of the attached drawings will suffice for these reports.

Please send two copies in the appropriate colors to this office by the 5th of each month.

RWE/ag
Attachs.

cc A. E. Johnson
A. A. Rear
C. Duval w/attachs.

NOTED
A. E. JOHNSON

RECEIVED
JUN 20 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUN 19 1972
FOR FILING

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

ADDRESS REPLY TO:
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
618 SECOND AVE.
SEATTLE, WASH. 98104

3271
Serial 450
16 JUN 1972

Oregon State Highway Division
ATTN: Mr. A. E. Johnson
Assistant State Highway Engineer
Highway Building
Salem, Oregon 97310

Orig. to Hall Hand 6-19-72 w/enc.

Gentlemen:

Please find enclosed the Permit for your proposed new highway bridge across the Snake River at Mile 402.0 near Adrian, Oregon.

It is requested that this office be kept informed on the progress of the work, including start and completion. When the bridge is completed, a certification from you that construction is in accordance with the approved drawings is requested.

If falsework is required in the river during construction of the bridge, a separate permit is required prior to construction of the falsework. Falsework plans shall be submitted to Commander, Thirteenth Coast Guard District for approval.

Bridge navigation lighting is not required on the above approved structure.

Sincerely,

A C Pearce

A. C. PEARCE
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Encl: (1) Permit & Dwgs

RECEIVED
JUN 19 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. JOHNSON

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDANT
U.S. COAST GUARD
WASHINGTON, D.C. ~~20591~~ 20590

BRIDGE PERMIT
(50-72)

JUN 1 2 1972

WHEREAS by Title V of an act of Congress approved August 2, 1946, entitled "General Bridge Act of 1946," as amended (33 U.S.C. 525-533), the consent of Congress was granted for the construction, maintenance and operation of bridges and approaches thereto over the navigable waters of the United States;

AND WHEREAS under Section 502(b) of that act, the authority of which was transferred to and vested in the Secretary of Transportation by Section 6(g)(6)(C) of the Department of Transportation Act (80 Stat. 931) and delegated by the Secretary to the Commandant, U.S. Coast Guard by Section 1.46(c) of Title 49 Code of Federal Regulations, it is required that the location and plans for such bridges be approved by the Commandant before construction is commenced and in approving the location and plans of any such bridge, the Commandant may impose any specific conditions relating to the construction, maintenance and operation of the structure which he deems necessary in the interest of public navigation, such conditions to have the force of law;

AND WHEREAS the - STATE OF OREGON - has submitted plans and a map of location of a bridge to be constructed across the Snake River near Adrian, Oregon;

NOW THEREFORE, This is to certify that the location and plans dated January 1972 are hereby approved by the Commandant, subject to the following conditions:

1. No deviation from the approved plans may be made either before or after completion of the structure unless the modification of said plans has previously been submitted to and received the approval of the Commandant.

2. All work shall be so conducted that the free navigation of the waterway is not unreasonably interfered with and the present navigable depths are not impaired. The construction of falsework, pilings or other obstructions, if required, shall be accomplished in accordance with plans submitted to and approved by the Commander, Thirteenth Coast Guard District prior to construction of the bridge. The channel or channels through the structure shall be promptly cleared of all obstructions placed therein or caused by the construction of the bridge to the satisfaction of the District Commander, when in his judgment the construction work has reached a point where such action should be taken, but in no case later than ninety days after the bridge has been opened to traffic.

BRIDGE PERMIT: Bridge across the Snake River near Adrian, Oregon
(50-72)

3. Issuance of this permit does not relieve the permittee of the obligation or responsibility for compliance with the provisions of any other law or regulation as may be under the jurisdiction of any federal, state or local authority having cognizance of any aspect of the location, construction or maintenance of said bridge.

4. All parts of the existing bridge, mile 402.0, not utilized in the new bridge shall be removed down to or below a depth of 2 feet below the natural bottom of the waterway. The waterway is to be cleared to the satisfaction of the Commander, Thirteenth Coast Guard District. A period of 90 days subsequent to the opening to traffic of the new bridge, mile 402.0, will be allowed for such removal and to clear the waterway.

5. The approval hereby granted shall cease and be null and void unless the actual construction of the bridge is commenced within 3 years and completed within 5 years after the date of this permit.

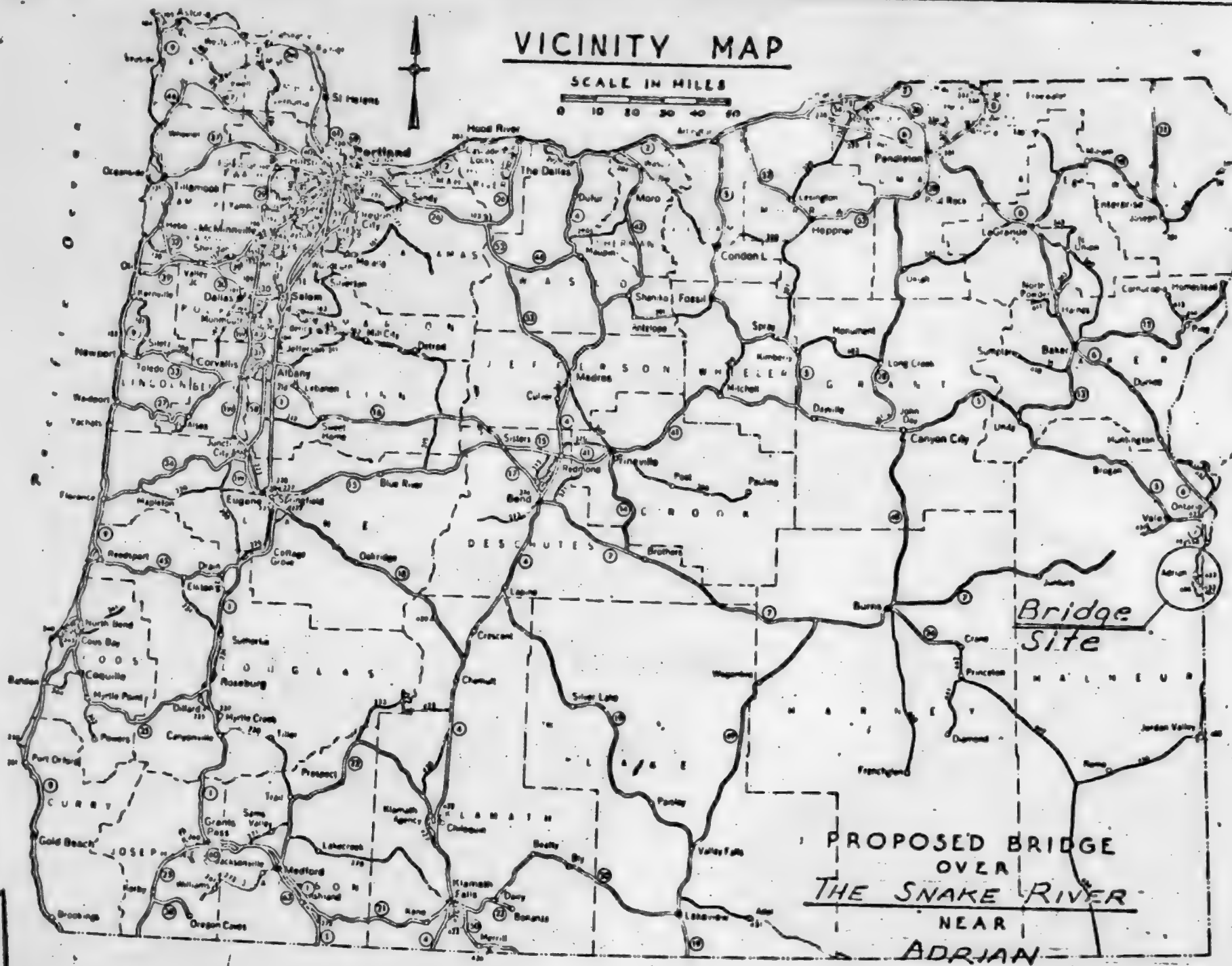
P. A. YOST
Commander, U. S. Coast Guard
Chief, Bridge Division

ENCLOSURE NO. 9

VICINITY MAP

SCALE IN MILES

0 10 20 30 40 50



PROPOSED BRIDGE
OVER
THE SNAKE RIVER
NEAR
ADRIAN

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN, 1972 SHEET 1 OF 4

APPROVED
JUN 12 1972
U.S.
COAST GUARD

T 21S, R 46 E. W.M.

15 14 22 23

OREGON

MALHEUR COUNTY

PROPOSED BRIDGE IS 402 MILES ABOVE MOUTH OF RIVER.

OREGON SHORT LINE

OREGON SHORT LINE - ADRIAN

N 13°05' E 2018.2'

S 43° 10' E

SNAKE RIVER

RIVER VELOCITY 5' to 5½ FPS. AT DESIGN FLOOD

ADRIAN - PARMA HIGHWAY To Parma and Caldwell

NEW BRIDGE

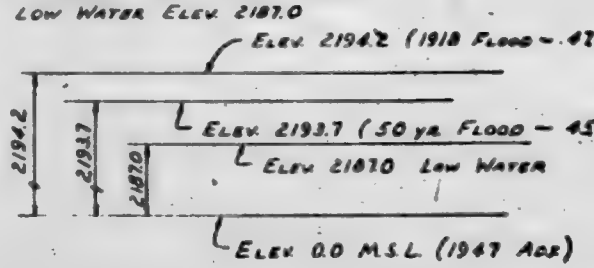
EXISTING BRIDGE

0 100 200 300 400

SCALE IN FEET

NOTE

ELEVATIONS ARE IN FEET AND REFER TO U.S.C.&G.S. DATUM, 1947 ADJUSTMENT. SOUNDINGS ARE IN FEET BELOW LOW WATER ELEV. 2187.0



DATUM PLANES

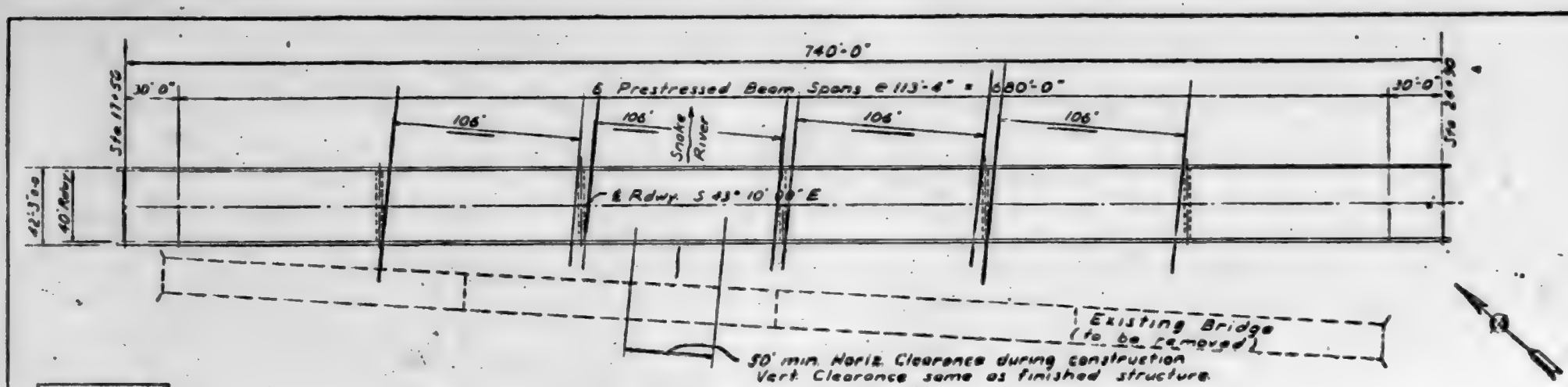
APPROVED JUN 12 1972 U.S. COAST GUARD

PROPOSED BRIDGE OVER THE SNAKE RIVER.. NEAR ADRIAN

APPLICATION BY

OREGON STATE HIGHWAY COMMISSION

JAN, 1972 SHEET 2 OF 4

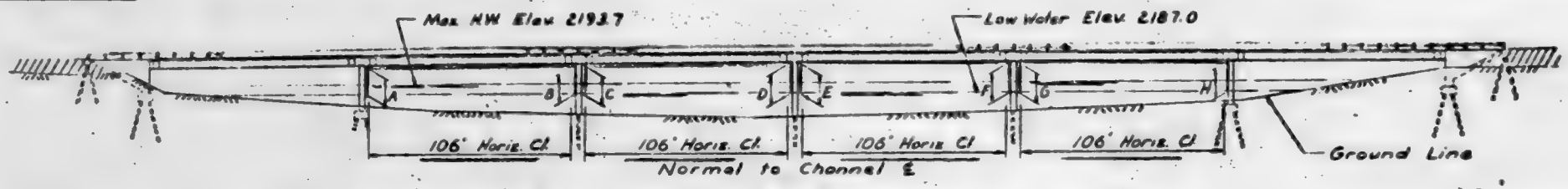


P L A N

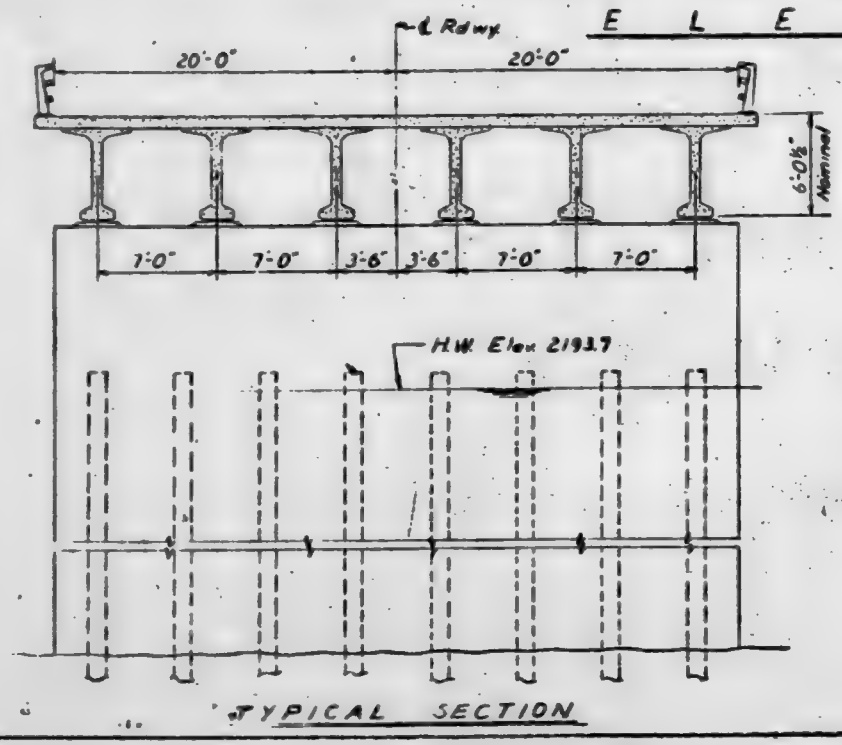
VERTICAL CL.	
A	15.2'
B	15.7'
C	15.7'
D	16.0'
E	16.0
F	16.0'
G	16.0'
H	15.5'

0 50 100 150 200

SCALE IN FEET



E L E V A T I O N



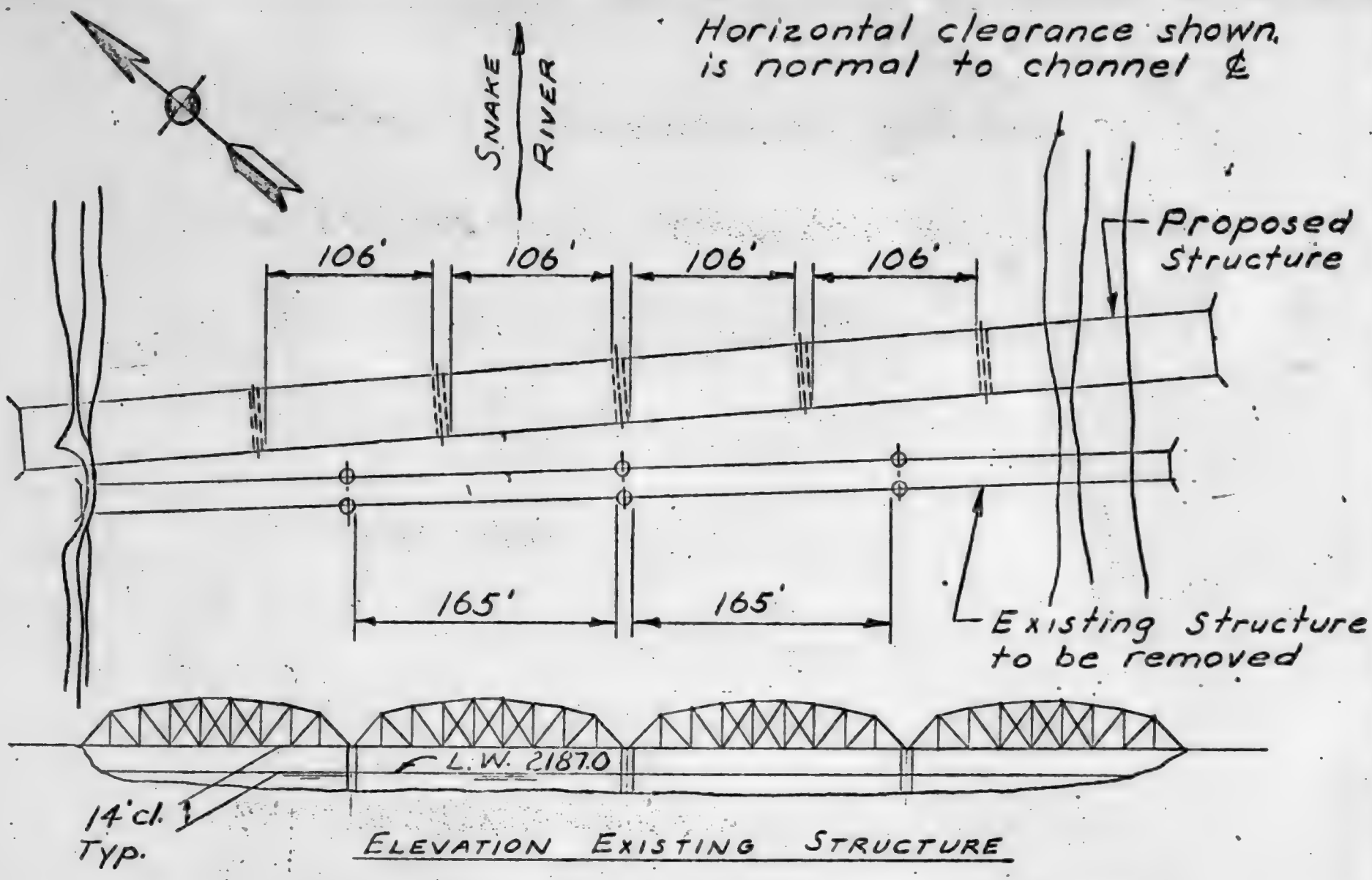
TYPICAL SECTION

APPROVED
JUN 1972
U.S. COAST GUARD

PROPOSED BRIDGE OVER THE SNAKE RIVER.. NEAR ADRIAN

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN, 1972 SHEET 3 OF 4

Horizontal clearance shown is normal to channel ℄



ELEVATION EXISTING STRUCTURE

0 50 100 200 300

SCALE IN FEET

APPROVED
JUN 12 1972
U.S. COAST GUARD

PROPOSED BRIDGE
OVER
THE SNAKE RIVER
NEAR
ADRIAN

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN, 1972 SHEET 4 OF 4

bc C. T. Keasey
W. Hart
L. H. Young
Attn: Vince Gallagher
Don Trout
W. E. Schwartz
Curtis Duval
William Geibel (SAIF)

Fran

OREGON STATE HIGHWAY DIVISION

7760

HIGHWAY BUILDING • SALEM, OREGON • 97310
June 12, 1972

Bid May 25

Willamette Western Corporation
Foot of N. Portsmouth Avenue
Portland, Oregon 97023

Gentlemen:

The State Highway Commission on May 31, 1972, accepted your proposal for work on the Snake River (Adrian) Bridge Section of the Succor Creek (Parma Spur) Highway in Malheur County and referred it to the Administrator of Highways with authority to award the contract as soon as the Federal Highway Administration approves the project.

Approval was received and the Administrator of Highways today awarded you the project, which has been assigned Contract No. 7760.

Enclosed are three copies of this contract. Two of these copies should be signed on the contract and bond pages and returned to this office for completion. Please follow exactly the instructions given on the blue slip attached to the contract.

The copy stamped "Advance Copy to be Retained by Contractor" is furnished for your information pending receipt of a fully executed copy.

The calendar day counts on this contract will begin June 23, 1972.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

kl
Enclosures

bc Pacific Builder & Engr., Inc., Seattle, Wash.
Daily Journal of Commerce, Seattle, Wn., & Portland, Ore.

RECEIVED
JUN 19 1972
FOR FILING

7760

June 12, 1972

TO G. L. Green, Acting Division Engineer
Federal Highway Administration

FROM George M. Baldwin
Administrator of Highways

by

L. H. Young
Programing Engineer

SUBJECT Concurrence in Award

Confirmation of your tentative concurrence as of June 8, 1972, is requested in the award of contract for the Snake River (Adrian) Bridge Section, Project No. BR-S-23-015(1).

The contractor receiving the award is Willamette-Western Corp. in the amount of $781,799.00, with Contract No. 7760 assigned. This bid was received on May 25, 1972 and awarded on June 12, 1972.

All right-of-way or rights-of-entry have been acquired.

The low bidder completed the Anti-Collusion Statement included in our proposal, as required by PPM 21-6.1, and it will be retained in a permanent project file.

All necessary arrangements have been made for all utility work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the State contractor's operations.

Federal Highway Administration endorsement

Date _____
I concur in the award.

G. L. Green
Acting Division Engineer

DAR:js

DEPARTMENT
JUN 5 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7760

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE **June 2, 1972**

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Snake River (Adrian) Bridge Section**
Oregon Project BR-S-23-015(1) and
BHS-S-23-015(3)

Tentative concurrence is requested in the award of contract for the subject project. Bids were received on May 25, 1972 and Willamette-Western Corporation submitted the low bid in the amount of $781,799.00, which is $125,143.50 or 19.1% over our Engineer's estimate of $656,655.50. Five other bids were received in the amounts of $796,799.00, $834,663.00, $921,602.00, $930,145.00 and $990,200.00.

We have made an analysis of the Engineer's estimate and the bids received. Our conclusion is that the estimate was too low and that the low bid received is reasonable and fair.

Items of work in the contract that were estimated too low with underlying reasons for the low estimates are as follows:

1. **Mobilization: our estimate for this item has been 2% for past projects. An evaluation of bids received for the past year shows the cost for projects with this item are about 10%, with a range from 5% to 16%. We should have anticipated the $70,000 rather than $13,000, whereby reducing the overrun by $58,000.00.**

2. 110'/115' Bulb Tee Prestressed Beams: this length of beam is not in our cost analysis record. It is just above a cost break in beam length and the price was taken from the length below instead of the recorded length above resulting in a difference of $21,600 over our Engineer's estimate.

3. There are three other items with a large difference between our estimate and the bid. They are: Clearing and Grubbing, Removal of Structures and Obstructions, and Shoring and Cribbing. Our estimate was too low on these items in a sufficient amount to more than make up the balance of the overrun in the bid.

The low bid for the structure is $638,460, with a square foot area of 29,600, resulting in a square foot cost of $21.57. Our cost analyst's record for Bulb T type structures during the calendar year 1971 indicates that the average low bid price per square foot was $21.30 for Bulb T structures. This is an apparent $0.27 or 1.26% increase inflationary factor during the first six months of 1972 which in our opinion is moderate and justifies the low bid received. Our Engineer's estimate computes to $19.00 per square foot which further justifies accepting the bid and shows that our estimate was too low.

Having received bids from six local responsible contractors with the second low bidder being only $15,129 higher than the low bidder, we feel we would not receive a lower bid by readvertising, and we also believe it is in the public interest to award the contract to the low bidder at this time.

We are forwarding two copies of the bid tabulations for this project, and if further information is needed please advise.

cc: F. B. Klaboe
E. S. Hunter
C. T. Keasey
E. L. Johnsen
R. N. Chase
C. G. Swenson
W. J. Hart

DAR:js

U. S. DEPARTMENT OF TRANSPORTATION · FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.: BR-S-23-015(1) & S-23-015(3)

STATE PROJECT NO.: SNAKE RIVER(ADRIAN)BRIDGE

FROM: R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.:

ITEM NO.: S-1066 & 1074

COUNTY NAME: MALHEUR

PROGRAM STAGE (Check): [ ] 1. [X] 2.

TO: 7760

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
MAY 3, 1972	MAY 3, 1972	SECONDARY ROUTE 23-015

STATE ROUTE NUMBER: SUCCOR CREEK HIGHWAY ROUTE 452

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AFTER CONCURRENCE IN AWARD YOU ARE AUTHORIZED TO PROCEED WITH CONTRACTOR'S FLAGGING IN AMOUNT OF $500; TEMPORARY EROSION CONTROL $200 AND ON THE JOB TRAINING IN AMOUNT OF $1,600 AS SHOWN IN YOUR ESTIMATE.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [ ] PREPARATION

- [ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
- [XX] OF BIDS

- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

- [X] OTHER (Specify)

CONTRACTOR'S FLAGGING $500.00
TEMPORARY EROSION CONTROL $200.00
ON THE JOB TRAINING $1,600.00

REMARKS

MR. YOUNG'S MAY 2, 1972 REQUEST AND CERTIFYING STATEMENTS ARE ACCEPTED. PS&E DOCUMENTS FOR THE SUBJECT PROJECT HAVE BEEN REVIEWED AND ARE APPROVED.

BASED ON THE INFORMATION FURNISHED IN MR. YOUNG'S MAY 3, 1972 LETTER IT IS DETERMINED AS PROVIDED UNDER PARAGRAPH 7c(3) OF PPM 21-12, TO BE IN THE PUBLIC INTEREST TO ADVERTISE THE SUBJECT PROJECT ALTHOUGH THE ONE RIGHT OF WAY PARCEL LOCATED ADJACENT TO STATION 14+50 MAY NOT BE AVAILABLE TO THE CONTRACTOR UNTIL JUNE 1, 1972.

A SIGNED COPY OF THE TITLE SHEET IS RETURNED HEREWITH.

5-17-72

NOTED
TOM EDWARDS

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
5-12-72	R. E. Simpson	For DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
MAY 8 - 1972
FORM MAILING

7760

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem 97310
May 4, 1972

SUBJECT: Instrumential Memo 21-2-72
Vacation of Residential Units

To:
L. H. Young
Programing Engineer

B U I L D I N G

The above memo amends PPM 21-6.3. Paragraph 1-B of the amendment has caused us some difficulty on Adrian (Snake River) Bridge and may cause us some difficulty on Wells Creek-Jack Creek Section. Mr. Moehring has pointed out that this may be due to a difficulty in interpreting the language in the paragraph.

The State has been advised by Mr. Green and Mr. Quesnel that they interpret the paragraph to mean that the contractor may do no work on the project until all residential units are vacated. They read this interpretation by accenting the 'any' in the second line of the statement.

Mr. Moehring has pointed out that if the Washington office had meant this they would not have included the word 'part' after the word 'any' and the statement would have read as follows: "---------- to proceed with the physical construction of any of the project until----------."

We believe that the logical interpretation should be that the contractor cannot proceed with the physical construction of any part of the project that includes occupied residences. This would allow bridge construction while waiting for clearance of grading areas, or it would allow construction of some passing areas while waiting for clearance on another.

John R. Oakes
Assistant R/W Engineer

JRO:ha

NOTED
F. B. KLABOE

cc F. B. Klaboe

RECEIVED
MAY 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAY 4 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7760

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 3, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT **Snake River (Adrian) Bridge Section**
Oregon Project Nos. BR-6-23-015(1) and BRS-6-23-015(3)

We hereby request the requirements of paragraph 7c of PPM 21-12 and 6c of PPM 21-6.3 (relative to contractor's working restrictions, immediate occupancy and use at the anticipated award date) be waived as being in the public interest for the above-mentioned project.

There is one property involved in the right of way restriction located at Sta. 14+50 on the North side of the highway.

Payment for the property was mailed to the owner Don Hamilton on February 24, 1972, and in the transmittal letter they were allowed to occupy the house until June 1, 1972.

In accordance with IM 21-2-72 the specification will contain the following restriction.

> "The contractor will not be allowed to proceed with the physical construction of any part of the project until all residentially improved properties have been vacated. The above-mentioned occupant has agreed to vacate the property by June 1, 1972."

This restriction will only be in effect for one or two days because we will not be ready to award the project before May 28, 1972.

cc: E. S. Hunter
J. R. Oakes
C. G. Swanson
R. H. Chase

DAR:js

RECEIVED
MAY 3 - 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7760

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE May 2, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways

by
L. H. Young
Programing Engineer

SUBJECT P.S. & E.

Complete P.S. & E. documents have been submitted to your department for each of the following federal-aid projects, and accordingly we are requesting your authorization to advertise for bids to be received on May 25, 1972.

EHS-I-5-2(71)68	Garbage Dump Rd. Intchge.-Jumpoff Joe Cr. Section
EHS-I-80N-4(24)134	Arlington Section
EHS-I-80N-6(55)256	La Grande Section
EHS-I-80N-7(38)343	Lime Section
EHS-T-5025(20)	Portland City-Wide Traffic Signals (Unit "C")
EHS-T-5011(3)	Pacific Ave. at "B" Street (Forest Grove)
T-5022(1)	Newmark St.-S. City Limits (N. Bend)
BR-S-23-015(1)	Snake River (Adrian) Bridge

Compliance with paragraph 16 of PPM 21-6.3 has been met concerning product selection, the plans conform to IM 20-1-67 pertaining to flood plain data, the proposal contains a certification conforming to IM 20-2-68 in regard to nonsegregated facilities, and the special provisions contain the latest requirements for equal employment opportunity as per IM 40-2-69.

In compliance with paragraph 7i of PPM 21-12, the Fish and Game Commissions have approved the data and did not recommend that any special measure should be taken other than a normal amount of precautio to protect their interests. There are no special measures planned as project expenditures for fish and wildlife protection on this project.

In compliance with paragraph 7k of PPM 21-12, concerning the protection or improvement of parks and other outdoor recreational and historical resources, there have been no objections or suggestions made regarding the projects.

All right-of-way or rights-of-entry have been acquired and all families and individuals have been relocated to decent, safe and sanitary housing. This statement is supported by the attached right-of-way status reports.

On all the above interstate projects, rights-of-access, including utilities, to or from abutting property are either (1) denied by law; (2) have been acquired; or (3) have been acquired in condemnation proceedings which have been commenced and will be prosecuted to completion.

All necessary arrangements have been made for all utility and railroad work not included as part of the construction contract to be undertaken and completed without conflicting or delaying the States contractor's operations. This statement is supported by the attached utility railroad status report.

Attach.

DAR:dg

RECEIVED
APR 12 1972
FOR FILING

OREGON STATE HIGHWAY DIVISION

7760

HIGHWAY BUILDING • SALEM, OREGON • 97310

DATE April 12, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

530

FROM A. E. Johnson
Assistant State Highway Engineer

SUBJECT Adrian (Snake River) Bridge
Oregon Project BR-S-23-015(1)
Your File 10-35.6

Reference is made to your memorandum number 10-35.6 of April 3.

Provision to carry the utilities through the abutment backwall and an access to the back side of the back wall will be provided.

The one inch diameter width adjustment bolt in the expansion device will remain in place except that the nut will be removed after the anchor bolts are tightened. Also, a void around the bolt will be provided in the concrete for free movement of the bolt.

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
W. J. Hart

KAK:dh ja

FORM FHWA-123 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
PO Box 300
SALEM, OR 97308

TO : MR. G. M. BALDWIN, ADMINISTRATOR OF HIGHWAYS
SALEM, OREGON

DATE: APRIL 3, 1972

In reply refer to: 10-35.6

FROM : R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

Bridge
Design
Ok Jim Johnson
4-6-72

SUBJECT: OREGON PROJECT BR-S-23-015(1)
ADRIAN (SNAKE RIVER) BRIDGE

THE FOLLOWING ARE OUR COMMENTS ON THE CHECK PLANS FOR THIS BRIDGE WHICH WE HAVE REVIEWED AS REQUESTED BY MR. ELLISON'S JANUARY 12, 1972 LETTER TO MR. SCHWARTZ.

ON SHEET #7 NO PROVISIONS ARE MADE TO CARRY THE UTILITIES THROUGH THE ABUTMENT BACKWALL. ALSO, THERE IS NO ACCESS TO THE BACKSIDE OF THE BACKWALL.

ON SHEET #10 IT APPEARS THAT THE 1" DIAMETER WIDTH ADJUSTMENT BOLT IN THE EXPANSION DEVICE IS TO REMAIN IN PLACE.

4-6-72
REFERRED TO
BY DEPUTY STATE HIGHWAY ENGINEER

RECEIVED
APR 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
APR 6 1972
BRIDGE DIVISION

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

U. S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION

LETTER OF APPROVAL AND/OR AUTHORIZATION

4-11-72

FOR FILING

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

ITEM NO.
S-1066

FEDERAL AID PROJECT NO.
BR-S-23-015(1)

STATE PROJECT NO.
SNAKE RIVER (ADRIAN) BRIDGE SECTION

COUNTY NAME
MALHEUR

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

TO:

7760

MR. GEORGE M. BALDWIN
ADMINISTRATOR OF HIGHWAYS
STATE OF OREGON
SALEM, OREGON

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	4-11-72	23-015
		STATE ROUTE NUMBER 452

GENERAL LOCATION:

4-13-72

GENERAL DESCRIPTION OF WORK:

NOTED F. B. KLABOE

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
[ ] LOCATION ONLY

PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
[ ] PREPARATION

[X] OTHER (Specify) EXPERIMENTAL CATAGORY 2 ITEM.

[ ] ACQUISITION OF RIGHT-OF-WAY

CONSTRUCTION - ADVERTISE FOR RECEIPT
[ ] OF BIDS

[ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

USE OF WABO MAUR MODEL SB-400 STRIP SEAL EXPANSION JOINT AT PIER 4 OF THE SNAKE RIVER BRIDGE AS AN ALTERNATE TO THE TWO MULTIPLE COMPRESSION SEALS AUTHORIZED PREVIOUSLY AS REQUESTED IN MR. L. L. WALLACE'S MARCH 16, 1972 LETTER IS APPROVED AS AN EXPERIMENTAL ITEM UNDER THE STATE WIDE PLAN PREVIOUSLY APPROVED.

ARRANGEMENTS MUST BE MADE FOR THE POST CONSTRUCTION INSPECTIONS AND EVALUATION REPORTS AS DESCRIBED IN THAT PLAN.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
4-11-72		for DIVISION ENGINEER

FORM PR-1240 (REV. 8-70) EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

RECEIVED
FOR FILING

7760

March 31, 1972

Mr. Ronald A. Lee
Construction Permit Section
U.S. Environmental Protection Agency
Region X
1200 6th Avenue
Seattle, Washington 98101

Dear Mr. Lee:

Your letter of February 7, 1972, written to the U. S. Coast Guard concerning the Snake River Bridge at Adrian, has been referred to this office for answer. The items are answered in the same order presented in your letter.

1. The release or loss of chemical or petroleum products into the water is prohibited by our General Specifications for all highway projects. These specifications require the contractor to conduct his operations in conformity to the applicable sections of ORS Chapter 449, laws amendatory thereof, and all pertinent regulations of the State Sanitary Authority or other agencies of the State and Federal Governments as well as ordinances or resolutions enacted or adopted by local authorities. These specifications further require that the contractor shall exercise every reasonable precaution throughout the life of the contract to prevent, control and abate siltation, sedimentation and pollution of all waters of the State (Article 107.08, Standard Specifications for Highway Construction).

2. Silting or sedimentation and disturbance to the bottom is to be held to a minimum in accord with the specifications cited in one above. In addition, the special provisions for the project will require that excavation necessary for piers in the river must be done inside cofferdams or cribs in order to reduce to a minimum any siltation resulting from such operations.

3. Disposal of excavated material and construction debris in the river will be prohibited by the special provisions for this project.

4. The specifications for this project will require that all areas of the bank disturbed by excavation and construction are seeded, riprapped or given some protection against subsequent erosion.

5. The plans and specifications will require that clean, non-erodable riprap shall be used in areas requiring riprap. Riprap of a class large enough to prevent erosion will be specified.

Our specifications will impose regulations and restrictions on the contractor during construction. However, we cannot guarantee the actions of the public using the structure after it is complete.

I hope the above information will answer your questions and allow processing of the navigation permit for this structure.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

cc: U. S. Coast Guard
Attn: Captain F. A. Goettel

bc: Tom Edwards
F. B. Klaboe
Robert E. Royer
L. L. Wallace
C. G. Swenson
W. E. Schwartz

RWE:ag:dh jf

RECEIVED
FOR FILING

7760

March 30, 1972

Mr. Larry Williams
Executive Director
Oregon Environmental Council
4315 S. W. Corbett Avenue
Portland, Oregon 97201

Dear Mr. Williams:

Your letter of February 14, 1972, to the Thirteenth District of the Coast Guard has been forwarded to us for reply.

With regard to your questions concerning alteration of the flow of the river, our hydraulic engineers do not believe the new bridge piers will have a significant or greater effect on flow and/or bank erosion than the existing bridge. The piers for the new structure are 3' to 3'6" thick and are 3 degrees from parallel to the stream flow. This would result in only slight deflection of the water flow and would affect only the area very close to the piers themselves. The main flow of the river will overcome the diverting effect of the piers a short distance below the bridge.

In response to your questions concerning toxic material entering the waterway, our General Specifications prohibit the release or loss of chemical or petroleum products into the water. These are in force for all highway projects. These General Specifications require the contractor to conduct his operations in conformity to the applicable sections of ORS Chapter 449, laws amendatory thereof, and all pertinent regulations of the State Sanitary Authority or other agencies of the State and Federal Governments as well as ordinances or resolutions enacted or adopted by local authorities. These specifications further require that the contractor shall exercise every reasonable precaution throughout the life of the contract to prevent, control and abate siltation, sedimentation, and pollution of all waters of the State (subsection 107.08, Standard Specifications for Highway Construction).

Siltation, sedimentation and disturbance to the bottom is to be held to a minimum in accord with the specifications cited above. In addition, the special provisions for the project will require that excavation necessary for the piers must be done inside cofferdams or cribs in order to reduce to a minimum any siltation or other disturbance resulting from such operations.

Disposal of excavated material and construction debris in the river will also be prohibited by the special provisions for this project.

The construction of the Snake River Bridge will have a physical impact on the local area. The new structure is proposed to be built adjacent to, but just downstream from the existing bridge. This is to allow the continuous use of the existing bridge until construction is completed. The old bridge and its piers will then be removed.

The question of aesthetics here is germane. While not always readily definable, we can offer some general conclusions regarding the project. First of all, some physical disturbance will occur to the land where the new bridge approaches are proposed for placement. This will also necessitate removal of several medium-sized native deciduous trees on the westerly bank of the river. The consequences of this disturbance is not considered to be severe or long lasting for two reasons: (1) The new construction is adjacent to the existing roadway and bridge. This is least damaging when compared to introduction of a new road and bridge further upstream or down from the proposed location as either alternative introduces detrimental impacts with regard to agricultural lands and the islands which are wildlife refuges. (2) The loss of these native trees does not seem irreversible as the riverbank vegetation throughout this region includes the same varieties disturbed by this project.

In addition to the foregoing, the special provisions will require all areas disturbed by construction to be riprapped, seeded and mulched, or protected in some manner to prevent erosion and to reduce the visual impact of construction activity.

One final conclusion regarding aesthetics may be offered by realizing that the old bridge, a steel truss structure that rises high above the river, would be replaced by a modern prestressed concrete span that presents a slim visual profile and could on that basis be considered as a less significant visual element in the river environs.

The existing Adrian Bridge was originally built by Malheur County in 1915. It is considered to be very sub-standard in terms of horizontal and vertical clearance, and is load limited to 60,000 pounds. Since the bridge provides the only direct access of some 15 square miles of developed agricultural land to schools and markets within the State of Oregon, its function to the area is of vital importance. To maintain the serviceability of this bridge, warning signs have been placed and a load limit established. In spite of these precautions a truck exceeding the present vertical clearance of the bridge hit several structural members in 1970, nearly causing failure of the easterly span. The Highway Division was then forced to close the bridge to conduct emergency repairs.

The present condition of the structure is so critical, it has been placed on a special quarterly inspection program by a qualified bridge inspection team.

Other alternatives have been explored and are not considered practical. The present bridge is a pin-connected steel truss that cannot be widened, or the vertical clearance increased, or load limit increased without essentially dismantling and rebuilding the entire structure. This would be as costly as replacing the bridge as proposed and would require closure of the bridge for a considerable length of time. This would not be acceptable to the local residents of the area.

In view of these considerations, it appears that total replacement of the bridge adjacent to, but downstream from the existing structure is the superior solution from the standpoint of economics, road service and the natural environment.

The frontage roads mentioned are to restore access to affectad adjacent properties, and do not parallel or encroach upon the banks of the river.

The Highway Division has coordinated the notice of intent and the environmental statement through State Clearinghouse (A-95) procedures and the environmental statement through the appropriate Federal agencies. The Oregon Department of Environmental Quality was quoted in a letter transmitted and signed by Kessler R. Cannon, dated August 17, 1971:

> "The Adrian bridge over the Snake River has been used as a sampling point by the

> DEQ for the last 10 years. Thus our staff knows very well the public safety hazards expressed in the attached Environmental Impact Statement. Therefore, the DEQ endorses the proposal for replacing the bridge and is prepared to grant the necessary variance to turbidity standards to accommodate essential dredging in the river, as provided for in applicable water quality standards."

The Oregon Fish Commission was quoted as follows in a letter dated July 13, 1971, signed by Cleighton Penwell:

> "Although this area is well beyond the present limits of anadromous fish use of the Snake River we urge that every precaution be taken during project design and construction phases to not allow substances toxic to aquatic life to enter the river. This includes soil material as well as such things as fresh concrete.
>
> "If undertaken with precaution, the project should have little if any impact on aquatic resources."

Furthermore, in a letter dated July 27, 1970, the Southeast Oregon Council of Governments found the project consistent with local transportation plans, approved the project, and recommended that it be undertaken at an early date. In an additional letter dated June 29, 1971, the same Council of Governments indicated they again reviewed the project and unanimously approved the proposal.

I hope this answers your questions concerning the subject project.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

R. L. Schroeder
Assistant State Highway Engineer

GAP:bb jf
bc: Tom Edwards
F. B. Klaboe
R. E. Royer
Walt Hart
W. E. Schwartz

cc: U.S. Coast Guard
(Thirteenth District)
Department of Environmental Quality

RECEIVED
APR 7 - 1972
FOR FIL

Cond
Br
Adrian

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

March 30, 1972

COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98104

NOTED
F. B. KLABOE

Att: Aids to Navigation Branch

Ref: PN 72-N-01(Snake River at approx. mile 402.0 near Adrian, Oregon), dated January 17, 1972

Dear Sir:

I approve of your issuing the permit; however, should this permit be modified, renewed, or additional impact data become apparent, I reserve the right to provide subsequent comments.

On February 10, 1972, the Department of Environmental Quality certified there was reasonable assurance this project, as proposed, would not violate Oregon's applicable water quality standards in accordance with the 1970 Federal Water Pollution Control Act.

Sincerely,

Governor

4-7-72
REFERRED TO
Young

TM/ia

cc: State Water Resources Board
Oregon State Highway Division
Department of Environmental Quality
Oregon State Game Commission

NOTED
JOM EDWARDS

RECEIVED
APR 5 1972
OFFICE OF
STATE HIGHWAY ENGINEER

COPY

RECEIVED
MAR 27 1972
FOR FILING

GAME COMMISSION

OFFICE OF THE DIRECTOR

P.O. BOX 3503 • 1634 S.W. ALDER ST. • PORTLAND, OREGON • 97208 • Ph. 229-5551

7760

TOM McCALL
GOVERNOR

COMMISSIONERS
J. PAT METKE, Chairman
DAN CALLAGHAN, Member
ALLAN L. KELLY, Member
FRANK A. MOORE, Member
JAMES W. WHITTAKER, Member
JOHN W. McKEAN
State Game Director

March 23, 1972

cc's sent 3/27/72

E. S. Hunter
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
W. E. Schwartz (2)

State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Attention Mr. Frank L. Hall

Dear Sir:

We are replying to your request for our comments regarding the following proposed project:

Adrian (Snake River) Bridge Section, Succor Creek Highway (Parma Spur), Malheur County.

We do not anticipate any wildlife problems in connection with this project. Our only concern would be that water quality should be maintained insofar as siltation and possible pollution from construction activities are concerned.

Thank you for soliciting our comments.

Very truly yours,

R. O. Koski

R. O. Koski
Fishery Staff Specialist

NOTED
E. S. HUNTER

ROK:ae

RECEIVED
MAR 27 1972
OFFICE OF
STATE HIGHWAY ENGINEER

REGION
MAR 17 1972

OREGON STATE HIGHWAY DIVISION

7760

HIGHWAY BUILDING • SALEM, OREGON • 97310

March 16, 1972

TO R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, Oregon 97308

FROM George M. Baldwin
Administrator of Highways
By

L. L. Wallace
Bridge Design Engineer

NOTED
A. E. JOHNSON

SUBJECT Snake River (Adrian) Bridge
Adrian-Parma Highway
Malheur County-Bridge 4412A

We are now proposing to allow a Wabo Maur Model SB-400 strip seal expansion joint at Pier 4 of the Snake River Bridge as an alternate to the two multiple compression seals shown previously. We are requesting your permission to do this on an experimental basis under the U. S. Department of Transportation Policy and Procedure Memorandum 20-6.3. Attached is a xerox copy of the company's brochure outlining the joint features.

JEB:smd
Attachment

cc L. H. Young
V. E. Skoog
A. E. Johnson

RECEIVED
MAR 16 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
MAR 9 - 1972
FOR FILING

7760

March 6, 1972

U. S. Department of the Interior
Office of the Secretary
Pacific Northwest Region
P. O. Box 3621
Portland, OR 97208

502

Attention: Mr. Emmet E. Willard
Field Representative

Dear Sir:

Your February 14 letter to the U.S. Coast Guard concerning the Snake River Bridge at Adrian, with an attached memorandum report from the Bureau of Sport Fisheries and Wildlife, has been referred to this office for answer. The items are answered in the same order as presented by you:

1. Silting or sedimentation and disturbance to the stream bottom is to be held to a minimum in accord with the specifications for this project. These specifications require the contractor to conduct his operation in conformity to the applicable sections of ORS Chapter 449, laws amendatory thereof, and all pertinent regulations of the State Sanitary Authority or other agencies of the State and Federal governments, as well as ordinances or resolutions enacted or adopted by local authorities. The specifications further require that the contractor shall exercise every reasonable precaution throughout the life of the contract to prevent, control and abate siltation, sedimentation and pollution of all waters of the State (Article 107.08 of the Standard Specifications for Highway Construction).

In addition, the Special Provisions for the project will require that excavation necessary for piers in the river must be done inside cofferdams or cribs, in order to reduce to a minimum any siltation resulting from such

operations. Disposal of excavated material and construction debris in the river will be prohibited by the Special Provisions of this project.

2. The release or loss of chemical or petroleum products into the water is prohibited by our General Specifications for all highway bridges (see Item No. 1 above). Our specifications will impose regulations and restrictions on the contractor during construction; however, we cannot guarantee the actions of the public using the structure after it is completed.

I hope the above information will answer your questions and allow processing of the navigation permit for this structure.

Very truly yours,

George M. Baldwin
Administrator of Highways

By

A. E. Johnson
Assistant State Highway Engineer

cc F. A. Goettel
Captain, U.S. Coast Guard
Chief, Operations Division
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

bc George M. Baldwin
Tom Edwards (enc.)
F. B. Klaboe "
E. S. Hunter "
R. L. Schroeder "
Walt Hart
C. G. Swenson "
R. E. Royer "

RWE:ag ja

United States Department of the Interior

OFFICE OF THE SECRETARY
PACIFIC NORTHWEST REGION
P.O. Box 3621, Portland, Oregon 97208

February 14, 1972

Commander (oan)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Re: Public Notice 72-N-01
Snake River nr Adrian, OR
Oregon State Highway Division

Dear Sir:

The Department of the Interior opposes the issuance of this permit until the applicant agrees in writing to the two conditions stipulated in the attached copy of memorandum report from the Bureau of Sport Fisheries and Wildlife dated February 8, 1972.

Sincerely,

Emmet E. Willard
Field Representative

Enclosure

cc: Messrs. Agee, Burroughs,
Cleaver, Day, Findlay,
Lundy, Rutter, & Simmons

UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE
BUREAU OF SPORT FISHERIES AND WILDLIFE

1500 N. E. IRVING STREET
P. O. BOX 3737
PORTLAND, OREGON 97208

Reference: RB

February 8, 1972

To: Field Representative, Office of the Secretary, Pacific Northwest Region, USDI, Portland, Oregon

From: Regional Director, BSFW, Portland, Oregon

Subject: Public Notice No. 72-N-01--application by Oregon State Highway Division for approval of plans for a fixed bridge over Snake River near Adrian, Oregon (USCG Seattle)

The applicant proposes to construct a new two-lane fixed span bridge and remove the existing fixed span bridge over the Snake River at approximate mile 402.0, near Adrian, Oregon. An on-site inspection was made, and Oregon State Game Commission personnel have been contacted and are in general agreement with our comments.

The Snake River, both upstream and downstream from the project site, supports good populations of important fish and wildlife species.

The following recommendations are submitted for inclusion in the Department of the Interior letter to the Commander, Thirteenth Coast Guard District:

1. Extreme care be taken to avoid unnecessary streambed disturbance and streambank excavation that would result in siltation of fish habitat.

2. Extreme care be taken that no petroleum products or other deleterious materials are allowed to enter the water.

John D. Findlay

cc: RB Boise

RECEIVED

FOR FILING

7760

Salem, Oregon
February 24, 1972

R. E. Royer
Planning Engineer

Proposed Snake River
Bridge at Adrian
Adrian-Parma Highway

BUILDING

Attached is a copy of a letter from the U.S. Coast Guard forwarding a letter from Parley Merrill, III and Ms. Mary O'Brien Merrill concerning our application for a new bridge across the Snake River at Adrian. Also attached is a letter from the U.S. Environmental Protection Agency, Region X, addressed to the Coast Guard requesting that we agree to certain stipulations in connection with construction of our proposed bridge.

In both cases, the Bridge Section has rough-drafted answers giving information regarding bridge construction. Mr. Klaboe has requested that this be forwarded to you for final answer by your environmental group, adding any information you may have.

We have also received from the Coast Guard copies of letters from the U.S. Department of Interior Fish and Wildlife Service and the Oregon Environmental Council, which will be referred to the Bridge Section for rough-drafting of replies and will also be referred to you for final answer.

Attachments

A. E. Johnson
Assistant State Highway Engineer

AEJ:ja

cc Tom Edwards
F. B. Klaboe
R. L. Schroeder (enc.)
Walt Hart

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Reply to: (oan)
COMMANDER
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
Ser 124
11 Feb 1972

Oregon State Highway Division
Attn: Mr. Walter Hart
Highway Building
Salem, Oregon 97310

Gentlemen:

The enclosed letter was received from the Merrill family, concerning Public Notice No. 72-N-01 for your proposed new bridge across the Snake River at Adrian, Oregon. It is suggested you reply to Mr. Parley Merrill III and Mary O'Brien Merrill, to attempt resolution of the problem they raised.

In connection with this or any other project, each applicant must state any incident or taking from a Public Park, recreation area, wildlife refuge, etc. Your letter of 6 January 1972 addressed these subjects; however, in view of the enclosed letter, it is requested that you review the 4(f) statement and National Environmental Policy Act of 1970, Section 102(2)(c) statements.

It is suggested that you address these specific points by letter as it is the normal policy of the Commandant's Office in Washington to withhold issuance of a permit until all questions raised by the public have been identified and discussed.

A letter was also received from the Environmental Protection Agency. Please contact that agency to attempt resolution of the question outlined.

Sincerely,

F. A. GOETTEL
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Encl. (1) copy Merrill ltr 7 Feb 71
(2) copy EPA ltr 7 Feb 71

NOTED
W. J. HART

RECEIVED
FEB 15 1972
BRIDGE DIVISION

U.S. ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE

SEATTLE, WASHINGTON 98101

February 7, 1972

REFERRED TO
admin
BY SECRETARY

REPLY TO ATTN OF: M/S. #521

Enforcement Division

Captain F.A. Goettel
Chief, Operations Division
Thirteenth Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Re: 72-N-01 - Snake River at apprx. M. 404.0,
nr. Adrian, Ore.--Bridges

Dear Captain Goettel:

The Environmental Protection Agency, Region X, requests that a permit for this project be withheld until the applicant agrees in writing to the following stipulations:

1. The release or loss of chemical or petroleum products to the water are to be prevented.

2. Silting or sedimentation and disturbance to the bottom must be held to a minimum by using every reasonable precaution possible.

3. Disposal of excavated material and construction debris in the river will not be permitted.

4. All areas along the bank disturbed by excavation and construction will be seeded, riprapped, or given some other type of protection against subsequent erosion.

5. Only clean, nonerodable riprap will be used. (If it is determined that construction material is inadequate in any way, the applicant will be required to replace it with a more stable material.)

Sincerely yours,

Ronald A. Lee

Ronald A. Lee
Construction Permit
Section

cc: BSF&W
NMFS
Field Rep.
Ore. DEQ
Applicant

RECEIVED
FEB 11 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
STATE HIGHWAY COMMISSION

2019 S. E. Cypress Ave.
Portland, Oregon 97214
February 7, 1972

Commander (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Washington 98104

Dear Sir:

Re: Proposed fixed bridge across Snake River
at approx. Mile 402.0, Adrian, Oregon

In regard to Public Notice No. 72-N-01 with "SOLITICATION OF COMMENTS", we wish to inform you that we are the owners of property which includes about 1/4 mile of river frontage on the left bank of the Snake River (approx. mile 401.3 to 401.6). Please see attached map.

In your decision as to whether or not approval of the plans and location of the bridge will be granted, it is our desire that consideration be given to the fact that the angle of the piers in regard to the main channel and direction of flow will tend to accelerate erosion of the left bank. Also, the only public recreational access in this reach of the river will be affected. See enclosure from Snake River Master Plan For Angler Access and Associated Recreational Uses--Oregon State Game Commission.

If we are assured that bank erosion will not occur with the present design and construction of the proposed fixed bridge, we would have no objection at this time.

Yours truly,

Parley Merrill III

Parley Merrill III

Mary O'Brien Merrill

Mary O'Brien Merrill

Enc. 2
cc: Oregon State Game Commission

ADI

7.5 MINU

Scale 1" = 2000'

N

R. 46 E. R. 47 E. R. 47 E. R. 6 W.

MERRILL PROPERTY

ADRIAN BRIDGE

DEER FLAT NATIONAL WILDLIFE REFUGE

Adrian

Suzy Island

RIVER

SNAKE

BEND

DEER

MALHEUR CO

CANYON CO

DENVER

CENTRAL

ALKALI

DRAIN

CANAL

LATERAL

RIVERSIDE

GOLDEN GATE

CHANCE

OXBOW

BULLOCK

OXANDER

Aqueduct

14 13 18 26 23 24 19 35 26 25 30 31 36 35

T5N
T4N

WARM ACCESS SITE EVALUATION

Snake River System Site No. 11

V Area Priority Complete

Name Looney Access
Adrian Boat Ramp

Location At Adrian, West Bank

T 21S, R 46E, Sec. 14, River Mile 402 County Malheur

Ownership: Public Malheur County

Private ____ Tax Lot No. ____ Number of owners ____

DESCRIPTION

Land Type Agricultural

Cover type Willows along riverbank

Road access Gravel, Condition Good

Flows High - spring / Low - summer Water quality Good in spring / Polluted in summer

Present stage of development Boat ramp and small parking area

ANGLER NEEDS

Acquisition: ____ Acres, ____ Feet of frontage

Type of conveyance ____

Development:

Boat Ramp: Type ____ Number of lanes ____

Toilets ____ Trails ____ Roads ____

Parking area ____; For ____ cars or ____ car-trailer units

This site will accommodate anglers and hunters along the Snake River from the south of the Owyhee River to the Idaho border.

AREA V

SITE # 11

FISHERY: Channel catfish and an occasional smallmouth bass

	Spring	Summer	Fall	Winter
Heavy				
Medium	Ww			
Light		Ww	Ww	

(Sa - Salmon, St - Steelhead, Tr - Trout, Sg - Sturgeon, Ww - Warm Water Fishes)

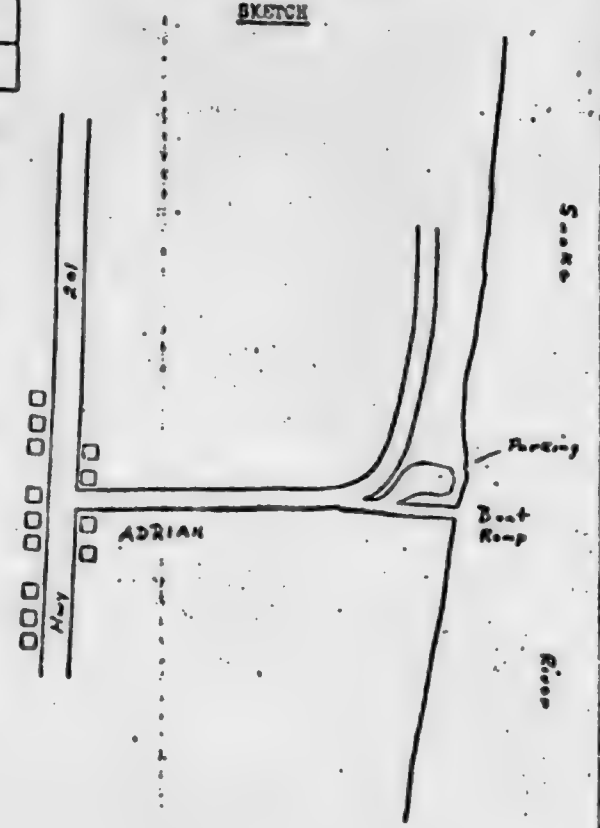
Seasons (Check)

RECREATION (Check)

	Spring	Summer	Fall	Winter
Boating, motor	x	x	x	x
Boating, non-motor	x	x	x	x
Camping, tent				
Camping, trailer				
Fishing, boat	x	x	x	
Fishing, shore	x	x	x	
Hiking				
Horseback riding				
Hunting, big game				
Hunting, upland game				
Hunting, waterfowl*			x	x
Nature study				
Picnicking				
Sightseeing				
Skin and scuba diving				
Swimming				
Water skiing				

* Duck and goose hunting is good here in the fall.

SKETCH



OTHER

Safety Problems:

Group Facilities:

REMARKS This site was donated by Woodrow Looney.
Cooperative development by Malheur County, Adrian Community and Lyons Club.

There is area available for parking 10 car-trailer units.

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

Pulled at huddle - held for Jan meeting

AGENDA JAN 11 1972 4j

AGENDA NOV 24 1971 4N

November 10, 1971

Oregon State Highway Commission

Gentlemen:

Program XII tentatively adopted July 8, 1969, carried an item of $800,000 in the secondary program for replacement of the Adrian Bridge over the Snake River. This is the bridge which leads to that portion of the State of Oregon severed by the Snake River in that area.

The last Federal Highway legislation provided additional funding for a special bridge replacement program on a "grab bag" basis. The State of Oregon applied for five bridges and was granted funding in the amount of $560,000 to be applied to this bridge. It currently is antiquated to the point that it has a maximum 30,000-pound load limit on any one span at one time.

A new structure has been designed which is expected to cost $1,075,000, with an additional $25,000 needed for right-of-way. I recommend that the $800,000 be deleted from the previously approved Program XII and the following substituted:

	Federal	State
Special Bridge Replacement Mondy (75-25)	$560,000	$189,000
Regular Secondary Federal-Aid Money (63-37)	221,000	130,000
	$781,000	$319,000

TOTAL - $1,100,000

Copy in minutes

Notify Ellison after 1-11-72 meeting (done 1-11-72 F.E.)

T Edwards said to put on Jan agenda per FE phone call

The survey has been completed, a public hearing was offered and waived, and the project has been cleared by both State and District Clearinghouses.

I recommend your approval of the survey, granting of authority to proceed on the financing as listed above and approval for the authority to acquire the necessary right-of-way.

This matter will be on the agenda for your meeting on November 24.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Gary L. Sund
Ivan Merchant
L. H. Young
V. E. Skoog
David H. Moehring

NOTED
C. W. HEAD

COPY FOR MR. Agenda
From Floyd Query. E ary

HIGHWAY CORRIDOR AND DESIGN RESOLUTION

WHEREAS, the State Highway Commission heretofore authorized and directed the Engineer to study and prepare a route location and highway design for the Snake River (Adrian) Bridge Section of the Succor Creek Highway (Parma Spur) in Malheur County and in connection therewith to prepare a map showing the location and design for said section and to file said map, reports and records with the Commission for consideration; and

WHEREAS, a public hearing was waived; and

WHEREAS, the Engineer has reported that he has completed his study and prepared a map showing the route location and highway design and has submitted the same for the final decision of the Commission; and

WHEREAS, after due consideration of the aforesaid map, field notes and other engineering data submitted by the Engineer, the social, economic and environmental effects of the route location and highway design proposed by the Engineer, it is the judgment of the Commission that the route location and highway design for said highway section designated as Snake River (Adrian) Bridge Section of the Succor Creek Highway (Parma Spur) in Malheur County should be approved.

NOW, THEREFORE, BE IT AND IT HEREBY IS RESOLVED by this Commission, all members thereof being present and voting affirmatively as follows:

1. That the route location and highway design as shown on the copy of the Engineer's map of the Snake River (Adrian) Bridge Section of the Succor Creek Highway (Parma Spur) beginning at Highway Engineer's Station 10+00 at the Succor Creek Highway and extending in a southerly direction to Highway Engineer's Station 31+00 just easterly of the Snake River together with a map which for identification purposes bears Survey Design Approval Map File No. 1R-4-500 and the date of August, 1971, field notes and other engineering data submitted by the Engineer hereby are approved and the Engineer hereby is directed to file and preserve the same in the records and files of the Commission in the State Highway Building in Salem, Oregon.

2. That when said highway section is permanently constructed the same shall be done in accordance with said route location and highway design unless otherwise directed or ordered by the Commission.

3. That this approval and adoption of said route location and highway design constitutes and is determined as instructions to the Engineer to prepare and make available to the Right of Way Section all necessary descriptions and other required data of real properties needed for and in connection with the relocation, construction, reconstruction, or improvement of said highway section. The approval and adoption shall also constitute authority for the Right of Way Department to proceed promptly with acquisition of the necessary rights-of-way pursuant to the route location and highway design approved hereby with no access control.

4. That this resolution be entered in the minutes and records of the Commission as of the 11th day of January, 1972, as "Highway Corridor and Design Resolution No. 403".

T. 21 S., R. 46 E., Sec. 2

TYPICAL SECTION

PUBLIC HEARING	Waived
SYSTEM ACTION	
COUNTY	None Re
STATE HIGHWAY COMMISSION	"
BUREAU OF PUBLIC ROADS	"
THROUGHWAY RESOLUTION ADOPTED	"
ACCESS CONTROL	No Control

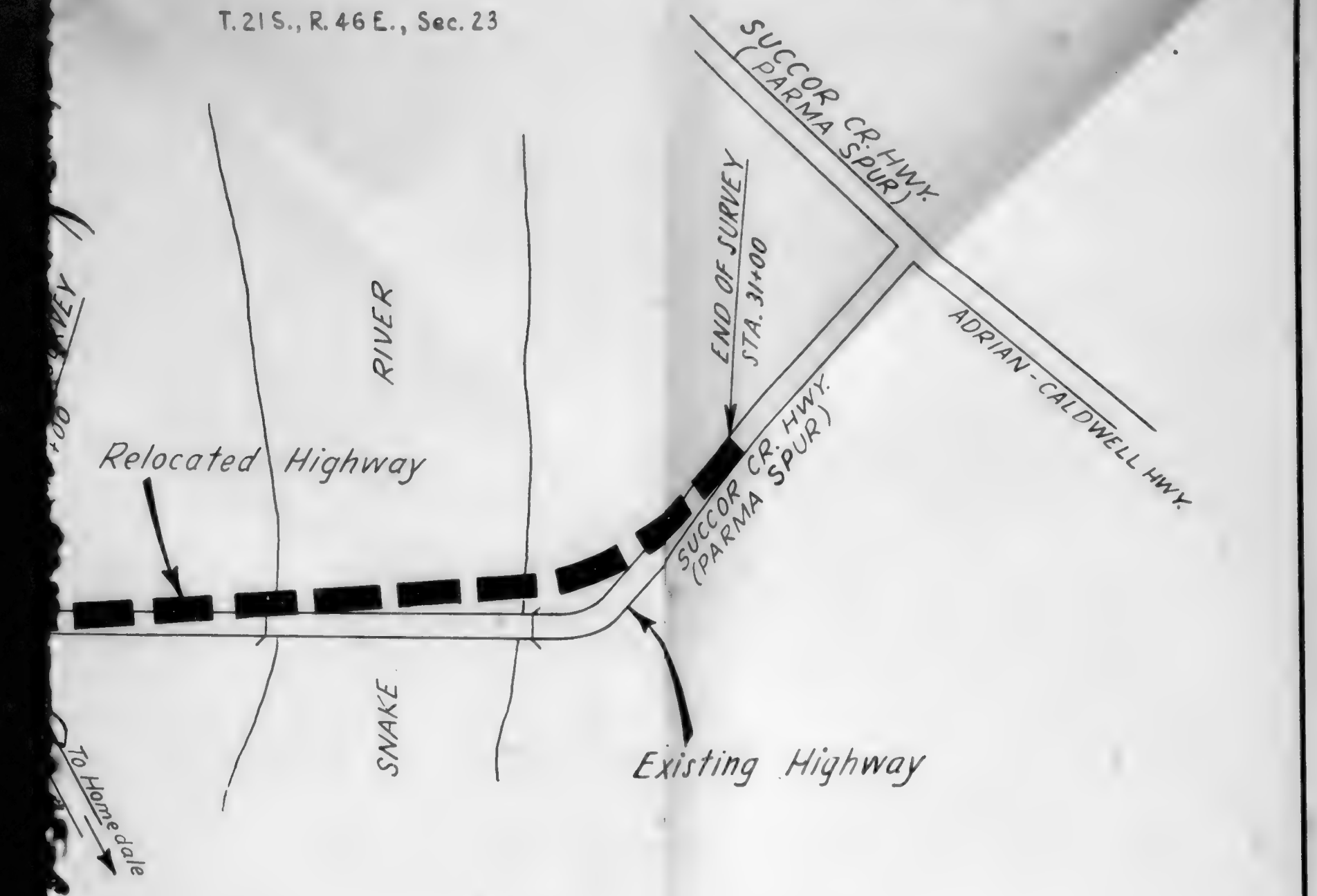
APPROVED: Nov 2, 19 7!

DEPUTY STATE HIGHWA

I-I. 1E

DRG. NO. 1R-4-500

T. 21 S., R. 46 E., Sec. 23



PUBLIC HEARING	Waived
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	" "
BUREAU OF PUBLIC ROADS	" "
THROUGHWAY RESOLUTION ADOPTED	" "
ACCESS CONTROL	No Control

APPROVED: Nov 2, 1971

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

SURVEY DESIGN APPROVAL MAP

SNAKE RIVER (ADRIAN) BR. SEC.

SUCCOR CR. HWY. (PARMA SPUR)

MALHEUR COUNTY

DRG. NO. 1R-4-500

SCALE: 1" = 400' ±

DATE: Aug., 1971

FOR DETAILS SEE DRG. NO.

EXECUTIVE DEPARTMENT
LOCAL GOVERNMENT RELATIONS DIVISION
FEDERAL AID COORDINATION SECTION
301 Public Service Bldg., Salem, Oregon 97310

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING January 21, 1972

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

Clearinghouse #	Applicant	Project Description	Location	Admin. Dist.
Section I - Notices of Intent				
7201 2110	Highway Division	S.W. Capitol Hwy.-N. Tigard Int., Pacific Hwy (I-5)	Washington Co.	2
7201 2120	Higher Education	Classroom Building	Jackson Co.	8
7201 2130	Human Resources	SEOO Support to OEO Grantees and Other Anti-Poverty Agencies	Marion County	3
7201 2140	Oregon State Library	Toledo Public Library - Library Trustee Workshop	Lincoln County	4
7201 2150	Oregon State Library	Library Assn. of Portland - Library Trustee Workshop	Multnomah County	2
7201 2160	Oregon State Library	So. Oregon Library Federation - Library Trustee Workshop	Jackson/Josephine Counties	8
Section II - Environmental Impact Statement				
7201 4050	Atomic Energy	EIS - Reactor Testing FY 72 - Nuclear Rocket Development Station, Nevada	Nevada	15.

1-21-72

RECEIVED JAN 26 1972

7160

1-26-72

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.

HUD has supplied a copy of the final environmental statement "College Housing Loan to Portland Student Services, Inc., Portland Oregon". (Clearinghouse reviewed draft on December 1, 1971, #71.0554). This is in regard to the student housing project in the area commonly called Goose Hollow in Portland. A copy is available for reading at the Federal Aid Coordination Office. Additional copies may be purchased from the Information Center of the Seattle Regional Office, Department of Housing and Urban Development, 3027 Arcade Plaza Bldg., 1321 Second Avenue, Seattle, Washington.

Section III - Direct Federal Development

7201 4040	DOI, Bureau of Land Management	O & C Land Exchange	Linn County	4
7201 4060	Bureau of Land Management - DOI	Land Exchange - Malheur & Harney Counties	Malheur & Harney Counties	14
7201 4070	General Services Administration	Surplus Government Property Point Adams Lifeboat Station	Clatsop County	1

Notice of Availability of Surplus Government Property

Notice is hereby given that major portion of the former Point Adams Lifeboat Station, Clatsop County, Oregon, has been determined to be surplus Government property. The property consists of 2.7 acres of free owned land and 5.1± acres of accretive land and 2.4± acres of right of way improved with station building, boathouse, carrier building, generator house and miscellaneous other improvements. Disposal of this property, or portions thereof, may be made to public agencies for the public uses stated below whenever the Government has determined that the property is available for such uses and that disposal thereof is authorized by the statutes cited and applicable regulations. Types of Use: (1) school, classroom, or other educational purposes, (2) public health purposes including research, (3) negotiated sales to public bodies for use for public purposes generally, and (4) public park or recreation area.

* * * * * * * * * * * * * *

All interested parties are notified that an application has been received by the Commander, Thirteenth Coast Guard District, from the Oregon State Highway Division for approval of plans and location of a fixed bridge over a navigable waterway on the Snake River at approximately Mile 402.0, near Adrian, Oregon. They invite comment from interested parties.

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING January 21, 1972 Page

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.

The Clearinghouse circulated a Notice of Intent for project review on June 23, 1971 under file #71.0299 titled Snake River (Adrian) Bridge Succor Creek. The Clearinghouse also circulated a Draft Environmental Impact Statement on August 16, 1971 under file #71.0335 titled Environmental Snake River (Adrian) Bridge Section.

If you wish further information, please contact the Clearinghouse.

DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

Address reply to:
COMMANDER (oan)
Thirteenth Coast Guard District
618 Second Ave.
Seattle, Wash. 98104

3271
Serial 30
17 January 1972

In reply refer to
Proposed fixed bridge
Across Snake River
At approx. Mile 402.0
Adrian, Oregon

CH Bridge 1-20-72

1-19-72
REFERRED TO
Johnson
BY DEPUTY STATE HIGHWAY ENGINEER
Schroder

PUBLIC NOTICE NO. 72-N-01

BRIDGES

All interested parties are notified that an application has been received by the Commander, Thirteenth Coast Guard District, from the Oregon State Highway Division, for approval of plans and location of a fixed bridge over a navigable waterway, as follows:

WATERWAY AND LOCATION

Snake River at approximate Mile 402.0, near Adrian, Oregon.

CHARACTER OF WORK

Construct a new fixed span bridge and remove the existing fixed span bridge. The new bridge will be a 2-lane bridge and consist of six 113'-4" prestressed concrete spans, plus two 30' concrete approach spans - one at each end. The navigation clearances of the existing bridge and the highest span of the proposed bridge are tabulated below:

	Proposed Bridge	Existing Bridge
Horizontal Clearance----------	106'	165'
Vertical Clearance		
Low Water Elevation 2187.0---	16'	14'
High Water " 2193.7---	9.3'	7.3'

The Oregon State Highway Division proposes that during the construction stage the navigation opening be reduced to 50 ft. horizontally by falsework, with no reduction in vertical clearance.

BASIS FOR DECISION

The decision as to whether or not approval of the location and plans for the bridge will be granted rests upon the effect of the bridge on navigation, environment, etc. Other pertinent facts, such as wildlife and

NOTED
A. E. JOHNSON

waterfowl refuges, public parks, historic sites, pollution, etc., will be made part of the record and will be considered in determining whether or not it would be in the best public interest to grant approval.

SOLICITATION OF COMMENTS

Interested parties are requested to express their views, in writing, on the suitability of the location, adequacy of the navigation clearances, and effect on the human environment, giving sufficient detail to establish a clear understanding of reasons for support or opposition. Comments will be received at the Office of the Commander, Thirteenth Coast Guard District, Attn: Aids to Navigation Branch, 618 Second Avenue, Seattle, Washington 98104, through 15 February 1972.

Plans of the bridge are attached hereto.

OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY

The attached notice of the Oregon Department of Environmental Quality constitutes a portion of this Public Notice. The Coast Guard will not approve the application until after the Oregon Department of Environmental Quality has issued a certificate that there is reasonable assurance that the project will not violate applicable Water Quality Standards. This is required by the Federal Water Pollution Control Act (P.L. 91-224).

The State of Oregon has submitted a Final Environmental Statement, as required by National Environmental Policy Act of 1969, and it is available for examination at the Office of Chief, Aids to Navigation Branch, U. S. Coast Guard, 618-2nd Avenue, Seattle, Washington 98104.

This notice consists of 2 pages, 4 drawings, and one page notice by Oregon Department of Environmental Quality.

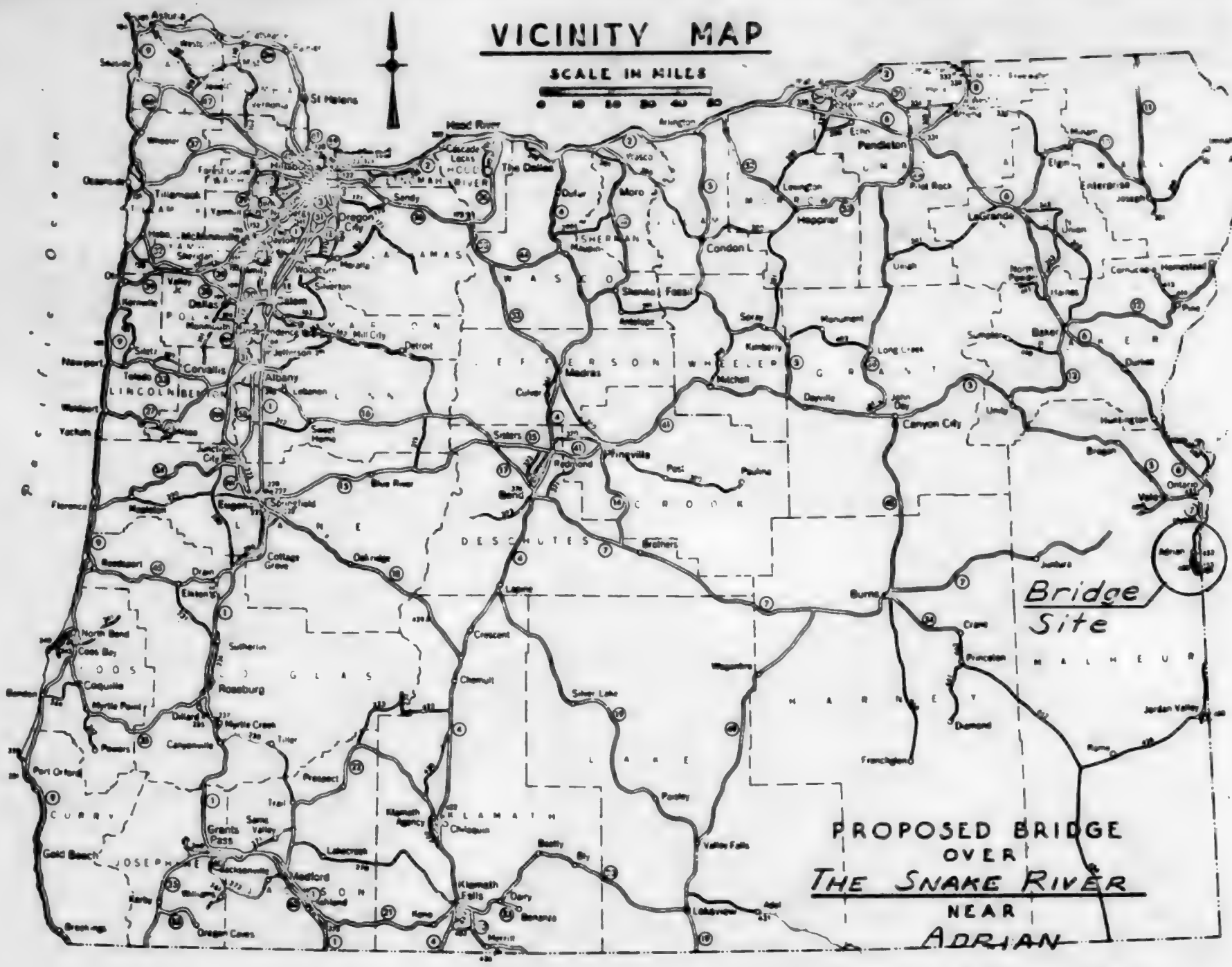
F. A. GOETTEL
Captain, U. S. Coast Guard
Chief, Operations Division
By direction of the District Commander

Encl. (1) as noted

RECEIVED
JAN 18 1972
OFFICE OF
STATE HIGHWAY ENGINEER

VICINITY MAP

SCALE IN MILES



APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN, 1972 SHEET 1 OF 4

T 21 S., R 46 E W.M.

15 14 23 22

OREGON

MALHEUR COUNTY

PROPOSED BRIDGE IS 402 MILES ABOVE MOUTH OF RIVER.

ADRIAN - PARMA HIGHWAY To Parma and Caldwell

RIVER VELOCITY 5ft to 5½ FPS. AT DESIGN FLOOD

SNAKE RIVER

To ADRIAN

OREGON SHORT LINE HIGHWAY

ADRIAN - NYSSA

N 15° 03' E 2018.2'

S 43° 10' E

NEW BRIDGE

EXISTING BRIDGE

0 100 200 300 400

SCALE IN FEET

NOTE
ELEVATIONS ARE IN FEET AND REFER TO U.S.C. & G.S. DATUM 1947 ADJUSTMENT. SOUNDINGS ARE IN FEET BELOW LOW WATER ELEV 2187.0

ELEV. 2194.2 (1918 FLOOD ~ 47300 CFS)

ELEV. 2193.7 (50 yr. FLOOD ~ 45000 CFS)

ELEV 2187.0 LOW WATER

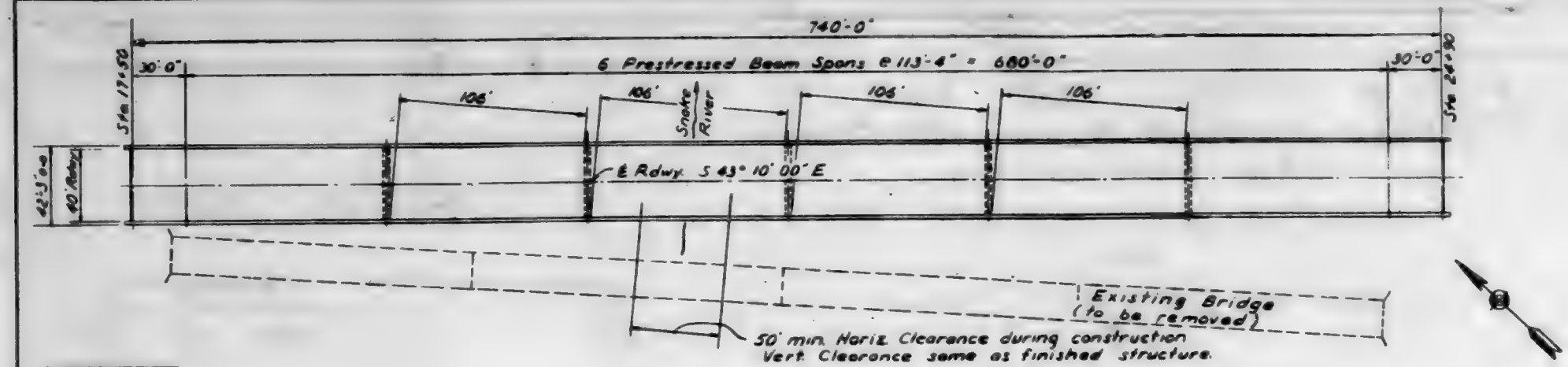
ELEV 0.0 M.S.L. (1947 ADJ.)

2194.2
2193.7
2187.0

DATUM PLANES

PROPOSED BRIDGE OVER THE SNAKE RIVER NEAR ADRIAN

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN, 1972 SHEET 2 OF 4

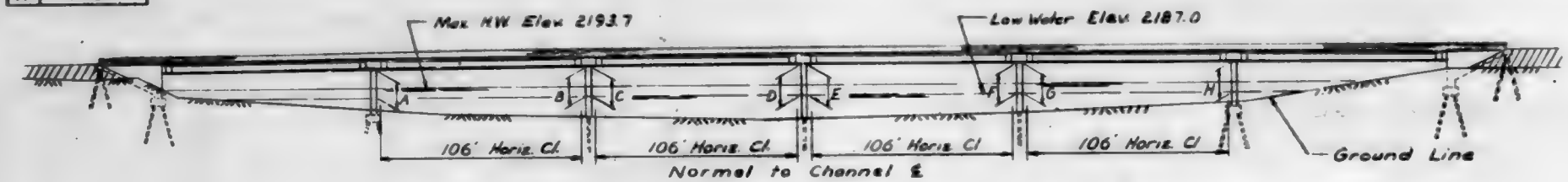


PLAN

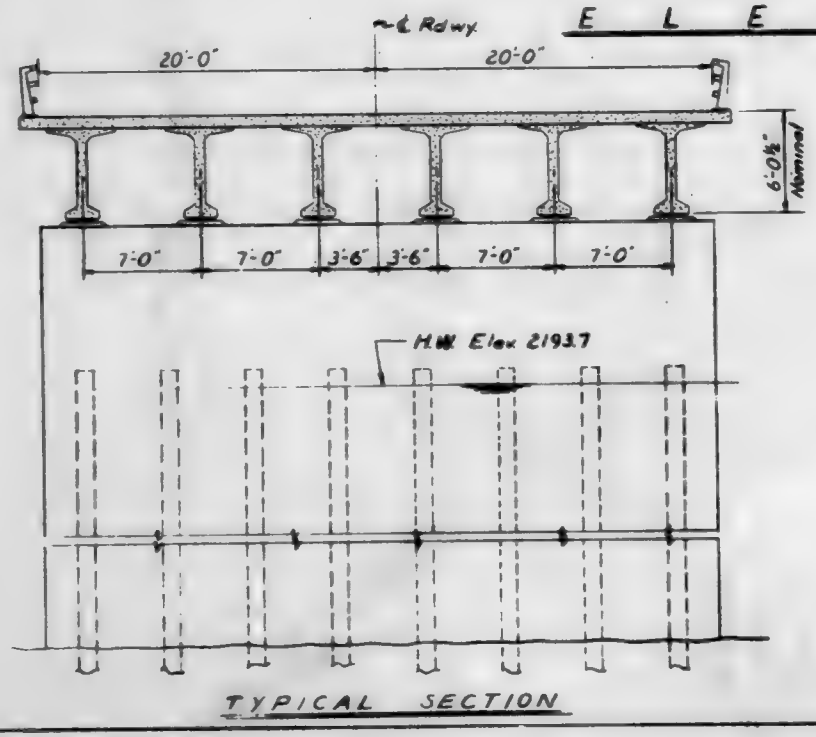
VERTICAL CL	
A	15.2'
B	15.7'
C	15.7'
D	16.0'
E	16.0
F	16.0'
G	16.0'
H	15.5'

0 50 100 150 200

SCALE IN FEET



ELEVATION



TYPICAL SECTION

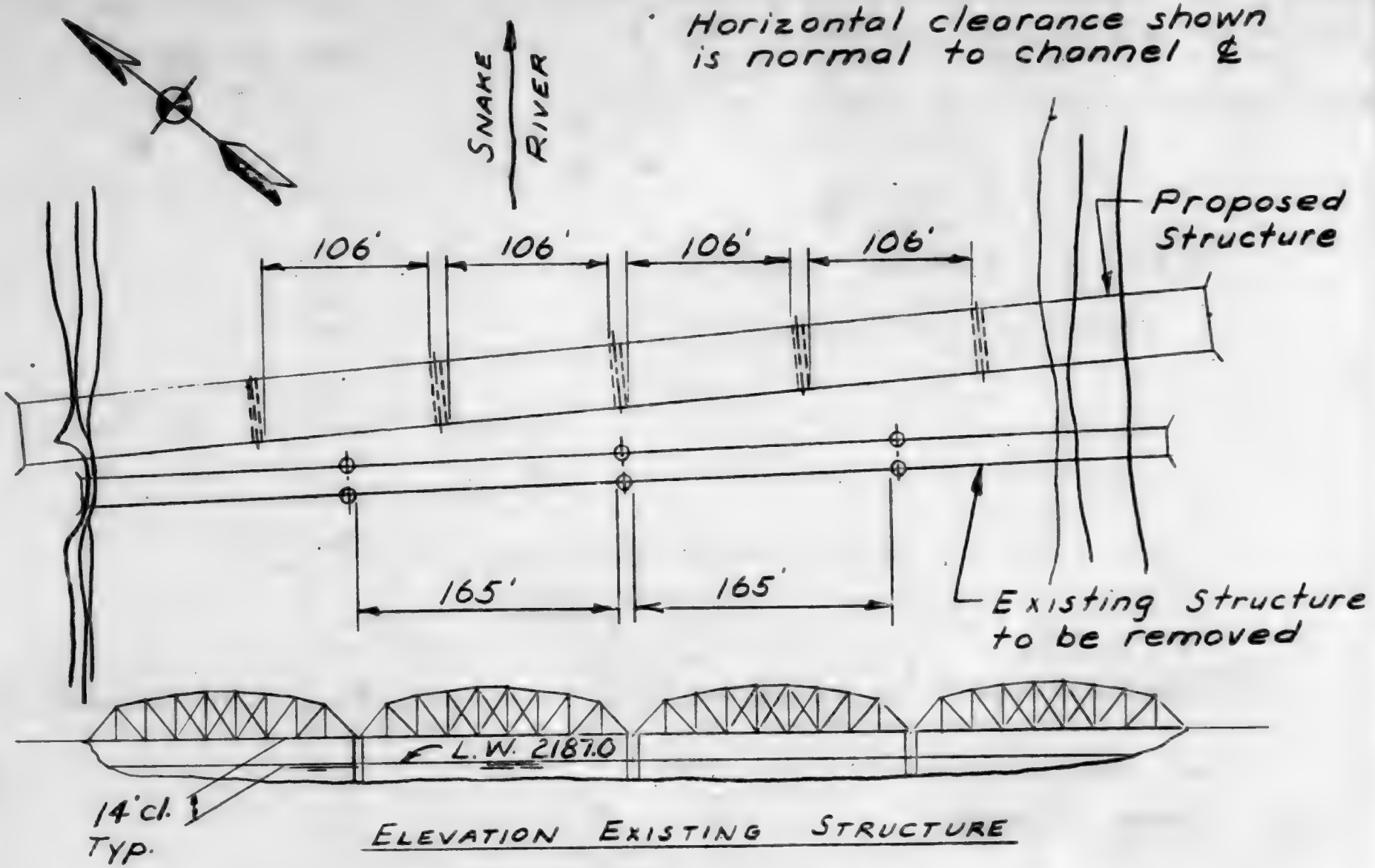
PROPOSED BRIDGE OVER THE SNAKE RIVER NEAR ADRIAN

APPLICATION BY

OREGON STATE HIGHWAY COMMISSION

JAN, 1972 SHEET 3 OF 4

Horizontal clearance shown is normal to channel ℄



ELEVATION EXISTING STRUCTURE

0 50 100 200 300

SCALE IN FEET

PROPOSED BRIDGE
OVER
THE SNAKE RIVER
NEAR
ADRIAN

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN, 1972 SHEET 4 OF 4

DEPARTMENT OF ENVIRONMENTAL QUALITY

TERMINAL SALES BLDG. • 1234 S.W. MORRISON ST. • PORTLAND, OREGON 97205

TOM McCALL
GOVERNOR

L. B. DAY
Director

ENVIRONMENTAL QUALITY COMMISSION

B. A. McPHILLIPS
Chairman, McMinnville

EDWARD C. HARMS, JR.
Springfield

STORRS S. WATERMAN
Portland

GEORGE A. McMATH
Portland

ARNOLD M. COGAN
Portland

PUBLIC NOTICE

The following shall constitute public notice by the State of Oregon that the Department of Environmental Quality, pursuant to the requirements of Section 21(b) of the Federal Water Pollution Control Act as amended by Public Law 91-224 has been requested to certify that there is reasonable assurance that the project described in U.S. Coast Guard Public Notice No. 72-N-01 - BRIDGES will not violate applicable water quality standards. Comments regarding possible water quality effects of the proposed project should be sent within 20 days to the Department of Environmental Quality, 1234 S.W. Morrison Street, Portland, Oregon 97205.

TRANSACTION NUMBER 1-60

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 1-19-72

BY (Signature): MR. YOUNG'S JANUARY 14, 1972 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. ____ THRU ____

STAGE 2 ITEM NOS. 1074 THRU ____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1074	EHS-S-23-015(3)	0.26	274,000	174,000	SNAKE RIVER (ADRIAN) BRIDGE SECTION	GRADE, DRAIN, HIGH TYPE PAVEMENT.

1-19-72

1-24-72
RECEIVED

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ACTIONS NECESSARY TO ADVANCE TO COMPLETION THE PHYSICAL CONSTRUCTION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. IF YOU SUBSEQUENTLY FIND THAT EXCEPTIONS TO THE PROCEDURE WILL BE NEEDED OR THAT YOUR PROPOSED DESIGN STANDARDS FOR THIS PROJECT ARE LOWER THAN THE MINIMUM DESIGN STANDARDS AS APPROVED MAY 13, 1970, THIS OFFICE SHOULD BE NOTIFIED OF SUCH PROPOSED EXCEPTIONS AND REASONS THEREOF.

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JAN 24 1972
FOR FILE
776

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		1-19-72	FOR: DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

1-14-72

FEDERAL - AID PR *(PPM 21-*

| | | |

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

-72

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
0.40 mi.	ADT	740	1040	92	10	Oregon	35	022	1074
			(66)	(70) (71) (72)			(2) (3)	(4) (9)	(14) (18)

I. Projects Only

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(68) (69)	(70)	(71) (72)	EHS (73)	(74) (75)	EHS-S- 14 23 7	23-015	(3) 18	(24) (26)	27

ry

COUNTY NAME: Malheur — CODE: 045 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 23-015 (22) — STATE: 452 (36) (37) — U.S. (41)

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			
. S						Gr., Dr., 2 - 12' lanes high-tvpe pave. with 8' shoulders. Const. 16' to 20' access roads. [Str., length 740', programmed under BR-S-23-015(1)]
an)	*0.26	274,000	174,000	100,000		ROW - 120' normal; Access Control - partial. Parking restrictions- none.
ECT ALS	*0.26	274,000	174,000	100,000		
	(18)	(23) (24)	(33)			

REMARKS

*Note: The overall length within the project limits is 0.40 miles which also contains a structure, 0.14 mi. in length, which is an exception to this project. This leaves a net roadway length of 0.26 mi.

Additional Data: Items 1066 & 1070: Project No's. BR-S-23-015(1) and S-23-015(2) respectively.

-over-

USCOMM DUSCOMM-DC 48908-P61

SNAKE RIVER (ADRIAN) BRIDGE SECTION

Existing Facility:

Roadway: 20' bituminous surface with 1' shoulders.
Structure: 4 - 169' steel thru trusses (total length 676', H.C. 19'-0", V.C. 12'-10", loading H-09) over Snake River. This structure to be replaced under project BR-S-23-015(1).

Adjacent Facilities:

East End: 20' bituminous surface with 1' shoulders.
West End: Junction with Succor Creek Highway (FAS 23-014)

Project Data: Construct, on improved (new) alignment, roadway approaches to the new structure consisting of grade and drain two 12-foot lanes high-type pavement with 8-foot shoulders. Const. 16' and 20' access roads.

This project is an integral part of the ultimate facility as the new structure (L. 740') is programed under Project BR-S-23-015(1). Both projects will be constructed under one contract.

System Action, Airports, Railroad, Water Development, Historical and Recreational Areas: None involved.

Public Hearings: Opportunity to request a hearing advertised on June 30, 1971, and July 7, 1971. There were no requests received and certification required by Section 128, "Public Hearings", of Title 23 U.S.C. was made under our letter of September 22, 1971.

Location/Design Approval: Granted under FHWA memorandum of November 22, 1971.

Clearinghouse Approval:

a. State - - - - - - - - - July 7, 1970 and July 13, 1971.
b. District 14 - - - - - - July 27, 1970 and June 29, 1971.

Environmental Statement: FHWA, by memorandum of October 29, 1971, informed us that the "Final Environmental Statement" adequately covered the anticipated environmental impacts and in their memorandum of November 22, 1971 stated that the waiting periods required under paragraphs 61(2)(a) and (b) of PPM 90-1 were fulfilled.

NOTE: This project qualifies as an "EHS project under "Emergency Highway Safety Project", Section (e), of IM 30-1-71, as the structure for which the road approaches are necessary is being replaced as Project BR-S-23-015(1) under Section 144 of Title 23 U.S.C. as replacement of an unsafe, narrow, obsolete structure on revised alignment.

RECEIVED
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310 • [illegible]

7760

January 13, 1972

Mr. John McKean
State Game Director
Oregon State Game Commission
Post Office Box 3503
Portland, Oregon 97208

Attention: Mr. R. O. Koski

Dear Sir:

To satisfy requirements of the Federal Highway Administration in their Instructional Memorandum 21-5-63 dated June 12, 1963, herewith are preliminary plans for the following project scheduled for contract letting February 24, 1972.

1. Adrian (Snake River) Bridge Section
   Succor Creek Highway (Parma Spur), Malheur County

Your special attention and recommendations will be appreciated.

cc: E. S. Hunter
L. H. Young
W. J. Hart
C. G. Swenson
W. H. Tebeau
F. E. Terpin
W. E. Schwartz (2)

Very truly yours,

George M. Baldwin
Administrator of Highways
By:

Frank L. Hall
Design Engineer

Enclos.

E. S. [illegible]

RECEIVED
JAN 13 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JAN 20

ROBERT F. SMITH
SPEAKER OF THE HOUSE

HOME ADDRESS:
P. O. BOX 369
BURNS, OREGON 97220

FOR FILE

7760

THE HOUSE OF REPRESENTATIVES
STATE OF OREGON
SALEM

January 13, 1972

Mr. Larry Williams
Executive Director
Oregon Environmental Council
4315 S.W. Corbett Avenue
Portland, Oregon 97201

BOARD "B" NOTED

Dear Mr. Williams:

I am in receipt of copies of your letters of December 1 raising questions about two proposed highway projects in Malheur County: reconstruction of the delapidated Adrian Bridge, and reconstruction of the inadequate and unsafe Succor Creek county road.

The questions you raise and the comments you make are clear indications that the Council has not given adequate study to the environmental impact statements filed by the Oregon State Highway Commission, that the Council's knowledge of the social, political, economic and environmental needs of the area and its people are non-existent at worst and shallow at best, and that you have obviously not taken the opportunity to view first-hand the minimal environmental impact these projects would have.

Indeed, those who have studied both of these projects for the past decade have reached the correct conclusion that public enjoyment of the magnificent environment of these areas will be enhanced, rather than destroyed, by the completion of these projects.

The Adrian Bridge project contemplates the replacement of a bridge constructed by Malheur County in 1915. This 56-year-old bridge, in addition to having severely restricted horizontal and vertical clearance, is load-limited to 60,000 pounds because of the ravages of time and the effects of harsh elements. The present bridge is totally inadequate for the needs of the area and its citizens, and, in the opinion of traffic safety experts, is unsafe at any speed. Users of this structure would, I am confident, support this conclusion with unanimity.

NOTED
F. B. KLABOE

NOTED
TOM EDWARDS

The present Adrian Bridge is in comparable condition to the Arock Bridge in the Jordan Valley, which was put out of commission by a minor traffic accident during the darkest days of winter last year, completely isolating the families in the area. Should a vehicle strike the end posts of the Adrian Bridge--which is what occurred at Arock--this bridge would most certainly be closed, causing severe hardships on the people of the area.

The present Adrian Bridge provides the only access to some 15 square miles of highly developed agricultural land, to the schools and to market areas within the state of Oregon--without causing residents to resort to many miles of circuitous travel. The proposed bridge relocation is in extremely close proximity to the existing bridge, and will be built and opened prior to the removal of the old bridge to guarantee a continuity of service to bridge users.

Basically, what this project proposes--and what you apparently have chosen to ignore in your ill-conceived protest--is the replacement of an antiquated and unsafe structure which is unable to handle the present needs of the people with a new structure a very short distance from the present bridge. We will simply be trading an old bridge for a new bridge in exactly the same area. Aesthetics, safety and servicibility all will be improved.

With these facts in mind, your ill-informed opposition indicates an obviously irresponsible approach to any logical analysis of all of the factors which must be taken into consideration.

Your comments about the Succor Creek road project provide the basis for the conclusion that you approached this question on the same low level in which you responded to the Adrian Bridge project.

Your reply on this project questions the wildlife statement on a highly technical basis which, through personal knowledge, I do not consider germane to the type and needs of the wildlife in the area. Your letter states that there is no evidence that wildlife experts have been consulted. I direct your attention to page 115 of the environmental impact statement, which clearly documents the fact that Oregon State Game Commission experts were consulted---and their views included---prior to preparation of the statement.

A matter of judgement is involved in your statements about the potential impact on the Succor Creek recreation area. The Succor Creek recreation area includes some magnificent vistas. The proposed construction does not hamper, destroy or impair any of these vistas.

What has been left unsaid is that the highway has been located in close proximity to--but not in violation of--any of the areas which lend to its magnificence. What is also left unsaid is that greater public enjoyment will result through improved access to the area. No longer will senior citizens, handicapped people and younger persons need to be endowed with the constitutions of pack mules in order to enjoy this breath-taking splendor.

The road location has been very carefully selected to permit crossing of the chasm at a place providing a most spectacular view. It is not anticipated that this structure will impinge on the environment of the area. The highway division has exhibited great ability in recent years in designing and constructing esthetically acceptable and pleasing structures. In fact, in 1970, the commission received the only award presented in this country by the prestigous Pre-stressed Concrete Institute for excellence in bridge design. The carefully selected location will provide a most spectacular view platform for everyone--a privilege heretofor denied to all except a very few.

You also state that the U.S. Department of Interior, Bureau of Outdoor Recreation, objected to the proposed use of the recreation area for construction pending study of alternate corridors and public consideration of these alternates. Allow me to call to your attention a letter of December 23, from BOR regional director Maurice H. Lundy, who states: "It is our preliminary opinion, assuming there is a demonstrated need for the project, that there are no feasible and prudent alternatives to the use of land within the Succor Creek recreation area. This conclusion has been influenced by the improved access to the recreation area which would be provided without extensive disruption of the basic recreation values."

Your comments on range usage indicate, once again, that your study of the subject is lacking in any depth whatever. The statement contains ample documentation that the Bureau of Land Management was consulted, despite your question to the contrary. The statement clearly reports that construction of the highway and the attendant fencing of the right-of-way will assist--rather than impair---the BLM in its range improvement program.

Your response in regard to vegetation does not take into consideration, nor give credit to, the Highway Division for its continuing efforts in all parts of the state in landscaping and enhancement of its rights-of-way.

Your question concerning a possible conflict with the proposed Malloy Reservoir again does not indicate that you have reviewed all the facts involved in this question.

The impact statement specifically notes that two reservoir areas are under study. One of these is not involved with the Succor Creek road project. The other, the Malloy Reservoir proposal, is involved. The Malloy project contemplates the inundation of a considerable portion of the existing highway. The existing highway must, of course, be relocated if this site is chosen. It involves only a minor portion of the relocation of the Succor Creek highway. The Succor Creek road is not now and obviously cannot be left in a dead-end condition pending a final decision concerning the reservoir siting.

In reference to erosion impact, again, the Highway Division's policies and practices and, in fact, federal requirements, are such that erosion must and will be controlled. Careful review would indicate that no problem in this area is anticipated.

The use of local resources in construction of the project, which you also question, does not, in my estimation, have any bearing on the project. Either construction of the new road or surfacing of the existing road will require the use of local mineral aggregate. I am convinced that certain selection of sources will not be objectional from an environmental or esthetic standpoint.

Your comments about the potential of fire danger again reflect an abysmal lack of knowledge about our area. Fire is always a danger on range land of this type. However, it is highly improbable that relocation of the existing road will increase the fire danger over that which exists on several thousand miles of highways throughout southeastern Oregon. You ask if the mobility of firefighters would be increased through completion of this project. For the answer to this question, I refer you to the preceeding paragraph of your own letter which states: "The study remarks that mobility of fire fighters will be improved by the proposed road." In my opinion, this is another example of a question you raised which has already been adequately answered, this time by yourself.

Your protest under the heading of "alternatives to the proposed project" contains considerable verbiage about what you consider to be a "lack of explanation" of the alternatives. Quite obviously, this statement was not given very careful consideration, because mere and minor change in the location of this road would in no way alter the environmental impact. In one portion of this section, you refer to the use of U.S. Highway 95 in Idaho, apparently unaware of the fact that southern Malheur County is one of the major stock-growing areas of the state, and that it is presently severed from the county seat by lack of an adequate road.

I am sure you also are unaware that there are certain restrictions attendant to the transportation of stock to markets across state lines, in this instance, both across and back. This involves many ramifications with respect to different state laws and regulations concerning such movements within the boundaries of individual states. This could be explained to you by any stock grower in the area, provided, of course, you possess an interest in obtaining all of the facts.

The questions you raise about unavoidable adverse environmental effects form no basis whatsoever to make a case against the improvement of the Succor Creek road. Whether you know it or not, this road has been in existence for more than half a century. The question involved is whether ot improve the existing road or to return it to range use and construct on a new location. All facts point to the most desirable solution being construction on a new location, removed from the immediate vicinity of the Succor Creek recreation area. The effects on the ecosystem should not vary from one location to the other. You have failed to rationalize between reconstruction of the existing route or construction of a new route. Most certainly, the large area of Oregon dependent upon this route cannot forever be denied the right of decent transportation facilities.

You state that "the study does not demonstrate that a secondary highway is even necessary in this area of the state." This is an irresponsible statement which completely ignores the fact that the Succor Creek road does exist--a fact which you consistently refuse to admit--that this road has existed and been in use for more than 50 years, but that it is not in a condition which provides all-weather service to the area. From personal experience, I can testify to the inadequacy of the existing road under adverse weather conditions. Before making sweeping and summary judgements about the need for this road, I suggest you pay the people of this area the courtesy of seeking their views on the need of this project.

They will tell you--if you take the time to ask--that the construction of highway 95 in 1932 effectively cut Malheur County in half, isolating the southern part of the county from the northern part, including the county seat at Vale. They will tell you that this division of the county has segregated our people politically, economically and socially, in addition to diverting Oregon traffic into Idaho and points east. Residents of the southern part of the county will tell you that a trip to the county seat at Vale presently involves circuitous travel into Idaho over the dangerous Marsing grade. As an example of the inconvenience this causes, how do you think the residents of the Johnson Creek area of Portland would feel if they were required to drive all the way up into Vancouver, Washington, as the most direct route to the Multnomah County Courthouse in DOWNTOWN Portland?

This situation would be comparable in every respect to the hardships presently being faced by the citizens of southern Malheur County.

Other questions which you raise--but which have long been answered--include use of this route. An estimated 2,000 persons per year travel this route from Oregon into Idaho, and trucks originating in Malheur County make more than 8,000 trips per year to and from southern and eastern states along this route. Truckers in the area would realize substantial savings with the completion of this project, and road passage fees presently going to the state of Idaho would be paid to Oregon. The road would divert traffic within the boundaries of Oregon through Ontario and on to Baker.

The Portland Oregonian accurately summarized the situation in an editorial when it stated that "the commission's decision to start a cost study on a Succor Creek Highway in Malheur County is related to the encouragement of recreational use of the vast eastern Oregon spaces, but it is also important to the agricultural and business development of the Snake River country. In these days of highway development it is anachronistic that trucks and passenger cars cannot go from Jordan Valley to Ontario, Vale and Nyssa, all in Malheur County, without swinging east into Idaho many miles out of the way." The newspaper correctly concluded that "Such a through highway would have not only commercial potential of great value to the entire eastern Oregon area. It would open magnificent outdoor recreation areas of matchless scenic appeal now almost unknown except to a few hunters, fishermen and local residents...the state can and should make major effort to open these tremendous outdoor assets to western Oregonians and to the millions of tourists from other states."

After painstaking study covering a number of years, I have formed the strong conclusion that in all respects--from tourism to recreation to safety to the economy to the social needs of the people--this project is not only highly desirable but vitally essential. It should not even be a bone of contention at this time, because the reconstruction should have been undertaken years ago.

In conclusion, I must say that your protests constitute the most ill-conceived, ill-informed and irresponsible attacks ever issued in the name of the environment. Statements of this nature can only cause a great loss of credibility for the Environmental Council, and result in more harm than good to the goal of wise use of our cherished natural resources.

Yours truly,

RECEIVED
JAN 17 1972
OFFICE OF
STATE HIGHWAY ENGINEER

RFS:jj

RECEIVED
JAN 10 1972
FOR FILING
7760

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
P.O. Box 300
Salem, Oregon 97308

TO : Mr. George M. Baldwin, Administrator of Highways
Salem, Oregon
Attention: Mr. Walter Hart

DATE: January 6, 1972

In reply refer to: 10-35.6

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

SUBJECT: Oregon Project BRS-23-015(1)
Adrian Bridge

CM - Bridge 1-10-72

Preliminary plans submitted with Mr. Hart's December 1 letter have been reviewed and are approved.

1-7-72
REFERRED TO

A. E. JOHNSON
STATE HIGHWAY ENGINEER

NOTED
F. B. KLABOE

RECEIVED
JAN 7 1972
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

NOTED
A. E. JOHNSON

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

RECEIVED
JAN 7 - 1972
FOR FILING

7760

January 6, 1972

Commander (OAN)
13th Coast Guard District
618 Second Avenue
Seattle, Washington 98104

Dear Sir:

Re: Proposed Bridge Across the Snake River
Near Adrian, Oregon
Bridge No. 4412A

Application is hereby made by the Highway Division of the State of Oregon at Salem, Oregon, for approval by the Commandant of the Coast Guard of plans for a bridge to be constructed across the Snake River near Adrian, Oregon, 402.0 miles above the mouth of the waterway as shown on the enclosed plans. Original tracings of Sheets 1 through 4 together with four prints each of the permit drawings are enclosed.

Legal authority for the structure is found in the General Bridge Act of 1946, amended. Enclosed are four certified copies of an excerpt from the minutes of the Oregon State Highway Commission meeting directing the Highway Engineer to proceed with the construction of the project. This structure will be financed by State and Federal Funds.

The existing Snake River Bridge near Adrian was constructed under a navigation permit which we believe was issued by the U.S. Army Corps of Engineers about 1915. The date of approval of the plans for the existing structure is not listed in the Corps of Engineers' booklet "Bridges over Navigable Waters of the United States, Part 4, Pacific Coast, 1961", and is thus unknown. The structure was in existence when the road of which it is a part was added to the State Highway System in November, 1931, by transfer from Malheur County. The existing fixed bridge consists of four 168'-7" steel through trusses which provide horizontal navigation clearances of 165 feet between piers as shown on Drawing Sheet 4.

The proposed fixed structure will be 740 feet long, consisting of two 30' poured-in-place concrete end spans plus six 113'-4" prestressed spans crossing the river. Proposed clearances are shown on Sheets 3 and 4; clearances during construction will be as shown on Sheet 3.

Local interests represented by the Southeastern Oregon Council of Governments have been contacted regarding the proposed project and have approved same (see letter included in "Final Environmental Impact Statement" for this project).

This project does not involve lands covered by Section 4 (f) of the Department of Transportation Act. As indicated by the enclosed "Final Environmental Statement", the project has been planned to minimize harm to public parks, recreation areas, wildlife and waterfowl refuge and historic sites by use of the proposed location which does not encroach on such areas. Consideration is being given to establishment of a boat ramp at the westerly end of the structure in order to provide an additional public recreation area.

Relative to the "National Environmental Policy Act of 1969", the attached "Final Environmental Statement" has been written in compliance with the Act and presents the following points:

a. The environmental impacts will be increased safety and mobility for road users, some pasture land occupation, and removal of three old buildings.

b. The adverse environmental effects which cannot be avoided should the proposal be implemented are the removal of three old buildings, the use of some pasture land for embankment, local minimal disruption of aquatic habitat and removal of several native trees. It is believed that location of the new structure adjacent to the existing crossing will involve the least change and result in the least impact on the area.

c. Alternatives to the proposal include alternate locations which would increase disruption of agricultural land, increase the cost of the project and cause impact on the upstream and downstream islands which are part of the Deer Flat National Wildlife Refuge. Also considered was the "do nothing" alternate which would preserve the present inadequate and potentially dangerous bridge.

d. The relationship between local short-term uses of man's environment and the maintenance and enhancement of long-term productivity involves the existing short-term and anticipated long-term use of the area for rural farming and the associated operations of marketing, supply and transportation. No major change is anticipated in the near future. However, since the project will materially improve the travel conditions for this area it is consistent with the goals for long-term productivity in the region.

e. Irreversible and irretrievable commitments of resources which would be involved in the proposed action should it be implemented include the commitment of land to use as bridge approaches and the commitment of materials, time, and efforts to the project itself.

Because the foundation work for the new structure and the razing of the old structure may cause some increased turbidity in the Snake River during certain phases of the project, specifications concerning water pollution and stream roiling sufficient to satisfy the requirements of the Department of Environmental Quality will be included in the construction contract and enforced during its life.

It is requested that the Coast Guard advise the

applicant of any requirements for navigation lights on this project.

Your approval of this permit is requested.

Very truly yours,

George M. Baldwin
Administrator of Highways

by

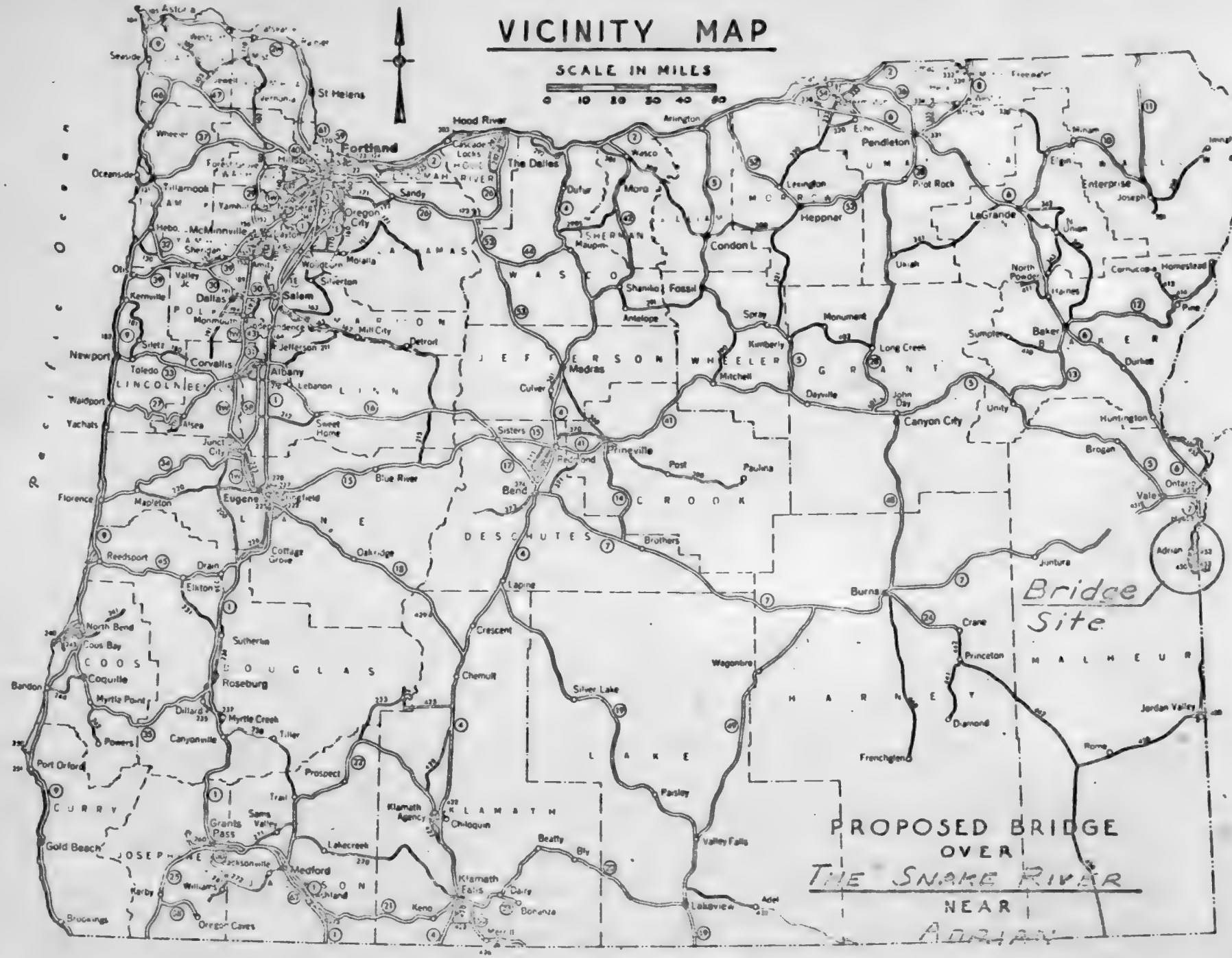
A. E. Johnson
Assistant State Highway Engineer

Attachments

bc George M. Baldwin
Tom Edwards
F. B. Klaboe
E. S. Hunter
W. J. Hart
L. H. Young
L. L. Wallace
J. E. Backstrand

RWE:ag ja

VICINITY MAP



APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN, 1972 SHEET 1 OF 4

T 21 S., R 46 E. W.M.

15 14 23 22

OREGON

MALHEUR COUNTY

PROPOSED BRIDGE IS 402 MILES ABOVE MOUTH OF RIVER.

RIVER VELOCITY 5ft to 5ft RPS. AT DESIGN FLOOD

SNAKE RIVER

ADRIAN - PARMA HIGHWAY To Parma and Caldwell

OREGON SHORT LINE

NYSSA - ADRIAN HIGHWAY

N 15° 05' E 2018.2'

S 43° 10' E

NEW BRIDGE

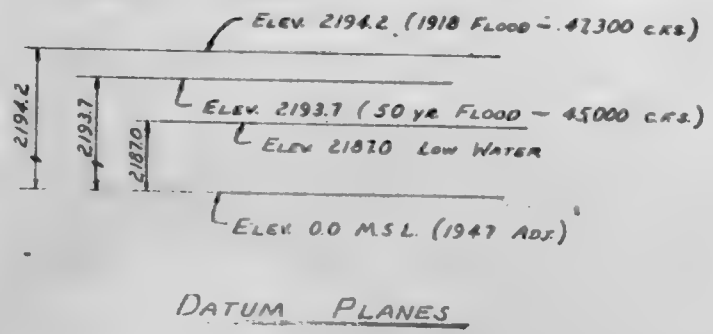
EXISTING BRIDGE

0 100 200 300 400

SCALE IN FEET

NOTE

ELEVATIONS ARE IN FEET AND REFER TO U.S.C. & G.S. DATUM, 1947 ADJUSTMENT. SOUNDINGS ARE IN FEET BELOW LOW WATER ELEV. 2187.0



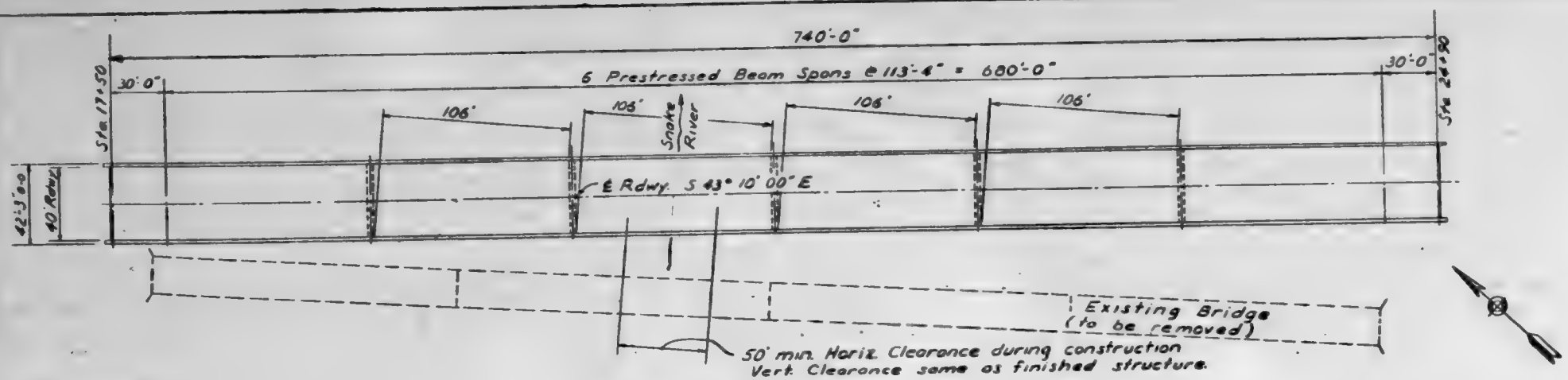
DATUM PLANES

PROPOSED BRIDGE OVER THE SNAKE RIVER NEAR ADRIAN

APPLICATION BY

OREGON STATE HIGHWAY COMMISSION

JAN, 1972 SHEET 2 OF 4

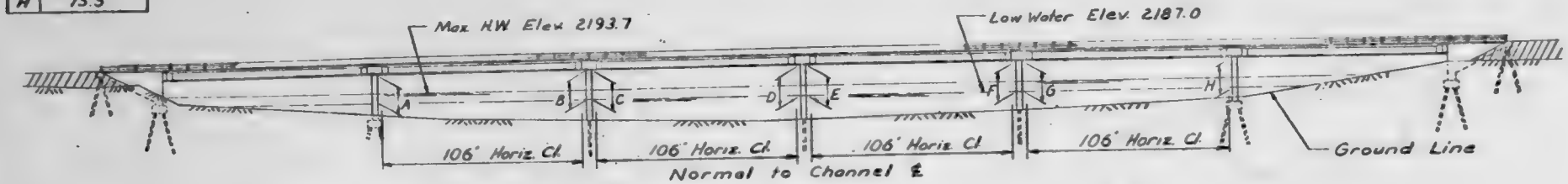


P L A N

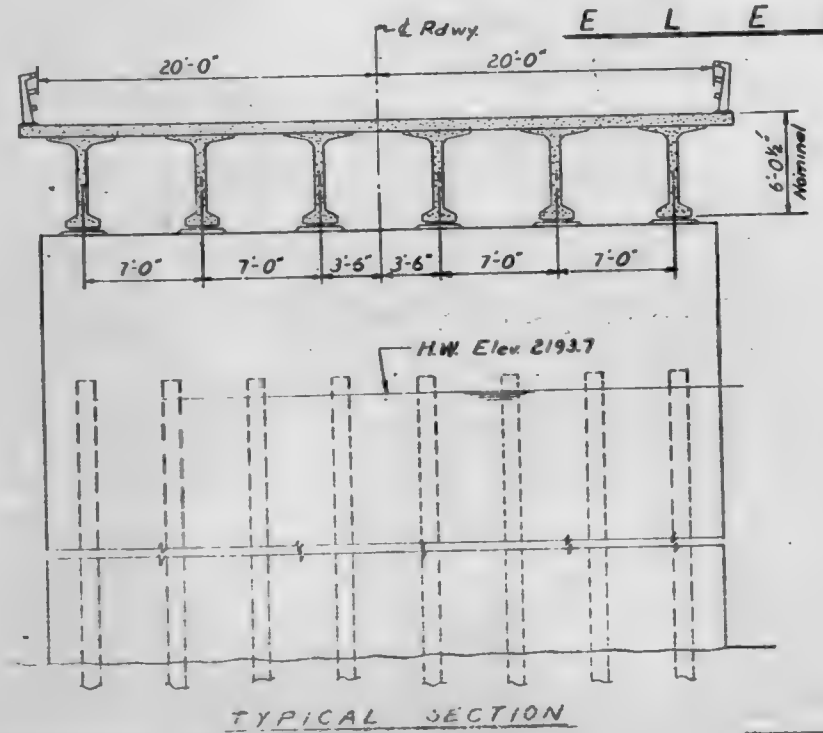
VERTICAL CL	
A	15.2'
B	15.7'
C	15.7'
D	16.0'
E	16.0
F	16.0'
G	16.0'
H	15.5'

0 50 100 150 200

SCALE IN FEET



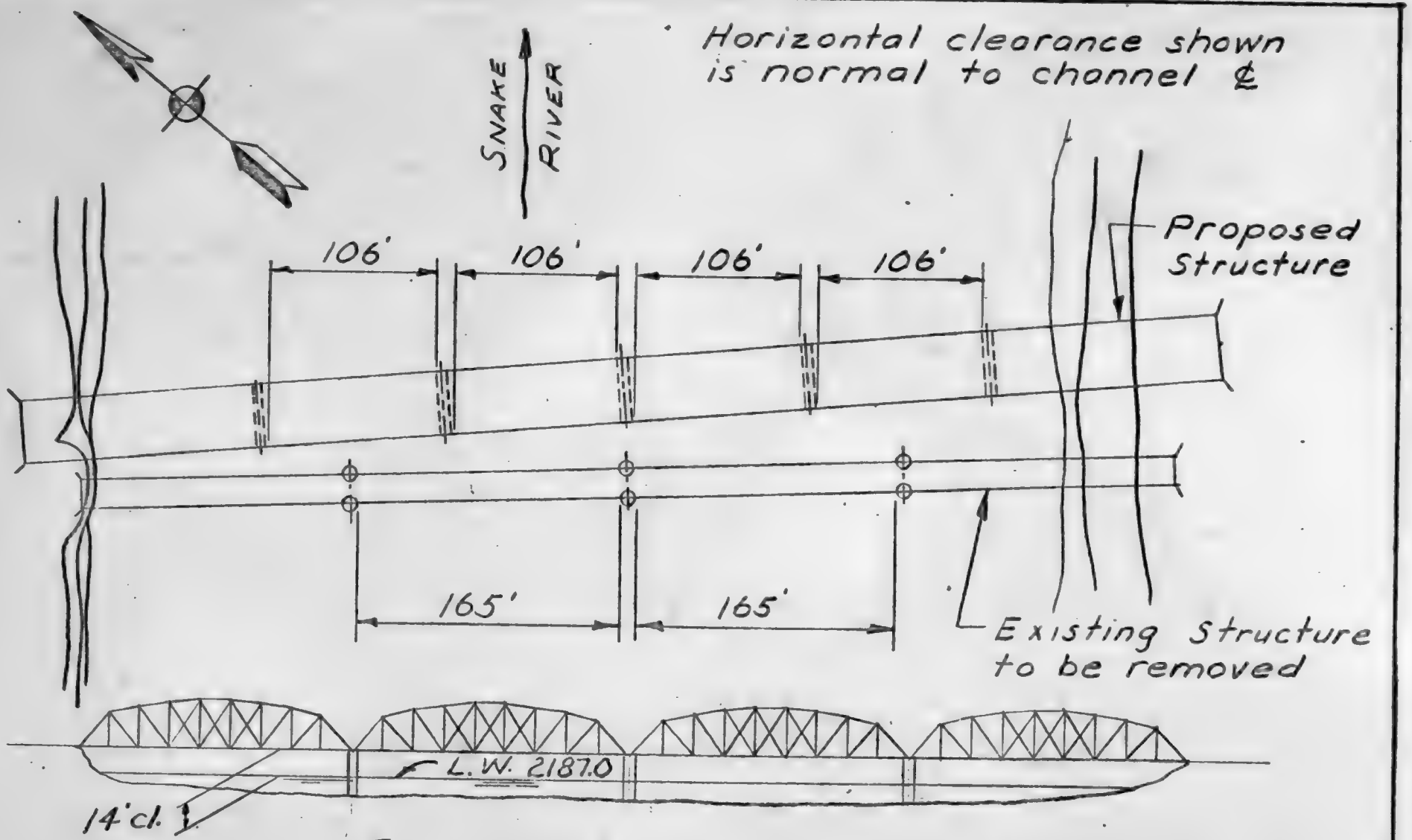
E L E V A T I O N



TYPICAL SECTION

PROPOSED BRIDGE OVER THE SNAKE RIVER NEAR ADRIAN

APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 1972 SHEET 3 OF 4



ELEVATION EXISTING STRUCTURE

0 50 100 200 300

SCALE IN FEET

PROPOSED BRIDGE
OVER
THE SNAKE RIVER
NEAR
ADRIAN
APPLICATION BY
OREGON STATE HIGHWAY COMMISSION
JAN. 1972 SHEET 4 OF 4

RECEIVED
SEP 1 1971
PLANNING

7760

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

Summary Of
FINAL ENVIRONMENTAL IMPACT STATEMENT
(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Program & Planning Section

SNAKE RIVER (ADRIAN) BRIDGE SECTION

SUCCOR CREEK HIGHWAY

(PARMA SPUR)

MALHEUR COUNTY

1. The proposal is advanced by administrative action of the Oregon State Highway Division.

2. This project is advanced to replace a pin-connected steel truss bridge over the Snake River that is narrow, has low vertical clearance and a relatively slim margin of safety should structural damage occur to the bridge. It does not meet present standards for load capacity, and therefore limits to some degree, the farm-to-market haul.

3. The impacts will be: increased safety and mobility for road users, some pasture land occupation, damages and/or removal of three buildings.

The following agencies were furnished copies of the draft environmental impact statement:

Oregon Environmental Council
Federal Highway Administration (18)
State of Oregon, Federal Aid Coordination Unit (8)
Malheur County Court
Southeast Oregon Council of Governments
United States Dept. of Agriculture
United States Dept. of Housing
United States Dept. of Interior
Federal Aviation Administration
Bureau of Sports Fisheries and Wildlife
Corps of Engineers
National Park Service
Environmental Protection Agency
Bureau of Outdoor Recreation

An offer was made to hold a public hearing, but no requests were received.

The following agencies commented on the draft environmental impact statement (letters attached):

Department of Transportation
Federal Highway Administration
State of Oregon, Clearinghouse Review
National Park Service
Environmental Protection Agency
Corps of Engineers

6. Date draft statement was made available to the Federal Highway Administration and the public - July 14, 1971.

Date of this document - September 20, 1971.

4. Alternatives to this proposal, namely various locations downstream were eliminated because of increased impact on farm lands, and possible effects on a game refuge.

5. The following list of groups and agencies were informed of the project and invited to comment:

Department of Transportation, George M. Baldwin, Director
Ports Division, Salem
Federal Highway Administration, Salem and Portland
U.S. Department of Housing, Urban Development; Portland and Seattle
Regional Coordinator, U.S. Dept. of Interior, Portland
National Park Service, U.S. Dept. of Interior, Portland
Bureau of Outdoor Recreation, U.S. Dept. of Interior, Seattle
Federal Aviation Administration, Seattle
Bureau of Sport Fisheries and Wildlife, Portland
Local Government Relations Division, Salem
Office of the Governor, Natural Resources, Salem
Department of Environmental Quality, Portland (2)
Fish Commission of Oregon, Portland
Oregon State Department of Forestry, Salem
Oregon State Game Commission, Portland
Economic Development Support, Salem
Soil and Water Conservation Committee, Salem
State Marine Board, Salem
Division of State Lands, Salem
Public Utility Commission, Salem
Oregon State Board of Health, Sanitation-Engineering Div., Portland
Aeronautics Division, Salem
Oregon Council of Architects, AIA, Portland
Oregon Truckers Association, 2153 SW Main, Portland 97205
American Assoc. of University Women, 16702 SE Fircrest, Milwaukie 97222
Malheur County Court, Hon. Ellis A. White, Judge
Idaho Telephone Company - Payette & Caldwell, Idaho 83605,
  Attn. Mr. George Elliott
Idaho Power Company
Southeastern Oregon Council of Governments, City Hall, Ontario 97914
Malheur Telephone Company
Malheur Intermediate Education District
Adrian School District #61
Sen. Anthony Yturri, 1010 SW 8th Ave., Ontario 97914
Rep. Robert F. Smith, P.O. Box 399, Burns 97720

DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

FINAL ENVIRONMENTAL IMPACT STATEMENT

(Pursuant to Section 102.(2)(c), P.L. 91-190)

Prepared by
OREGON STATE HIGHWAY DIVISION
Program & Planning Section

SNAKE R. (ADRIAN) BRIDGE SECTION

SUCCOR CREEK HIGHWAY

(PARMA SPUR)

MALHEUR COUNTY

DESCRIPTION AND PURPOSE OF PROPOSAL

The proposed project is to replace a pin-connected steel truss bridge over the Snake River in a slightly revised alignment. This realignment is to ease a sharp curve at the easterly bridge approach, and to provide for use of the present bridge while the new structure is built. Associated work such as approach construction, grading and paving will be accomplished, including revision of the intersection with the Succor Creek Highway at the westerly end of the project.

Right-of-way requirements include 2.5 acres, with one occupied home, an unoccupied frame house, and an automobile repair garage being affected.

Because of fill slope encroachment, approximately 500 feet of frontage road will be constructed to restore access to affected properties.

General View of Snake River (Adrian) Bridge and Vicinity
Looking West

This present structure limits traffic, particularly heavy trucks, since its load capacity does not meet today's standards. In addition, the bridge is narrow and has low clearance.

In the winter of 1970, an overheight truck hit several overhead members of this structure, nearly causing failure of the easterly span, and required the Highway Division to close the structure to conduct extensive repairs.

Because of sparse population, prohibitive costs for additional structures, and the short length of the project, no bicycle trails are being considered for this project, pursuant to Section 2, subsection 2c of Oregon Laws of 1971 that states, "Where sparsity of population, other available ways or other factors indicate an ablsence of any need for such paths or trails".

PROBABLE IMPACT OF PROJECT ON ENVIRONMENT

This project will improve traveling conditions and permit greater loads to cross the Snake River at this point. This surrounding region along the Snake River Plain is intensively farmed--generally irrigated truck farm crops that are sent to various points in Oregon and Idaho for shipment. The local scene is rural, with the small community of Adrian located approximately one mile north of the project site on the westerly bank of the Snake River. In this area, the Snake River swings into the state of Oregon, forming a plain of farmland within the state lying easterly of the Snake River. This short road and bridge permits travel to marketing points in Oregon, as well as Oregon travel into Idaho. This aspect of transportation will be materially benefitted by the project by providing for better mobility and permitting heavier loads to use the bridge.

PROBABLE ADVERSE ENVIRONMENTAL EFFECTS

The removal of a garage, one occupied and one unoccupied house are considered unavoidable for proper location of this facility. These three structures are all old and considerably deteriorated. If the occupied home is not an entire taking, then damages would be heavy.

The additional right-of-way required for embankment and frontage roads will include some land now used for pasture. These particular parcels are small, and are not intensively farmed.

Construction of new bridge piers and razing the old structure may increase turbidity in the Snake River during certain phases of the project; however, standard specifications concerning water pollution and stream roiling will be enforced. No anadromous fish are present in this area, but several species of resident fish are present. The disruption of any aquatic habitat will be minimal and localized only.

Several native trees, now growing along the existing road will be removed.

ALTERNATIVES AND REASON FOR PROJECT SELECTION

Original studies dealt with a new location approximately 1,600 feet downstream (northerly) from the present crossing. This alternative would sever the largest property holding on the west bank, increase disruption of agricultural land, would be higher in cost, and require a longer structure for crossing the river. Furthermore, the islands (see attached map) in this section of the Snake River are all part of the Deer Flat National Wildlife Refuge, and any location upstream or down would reveal impacts on these islands, due to noise, current disruption and subsequent erosion or deposition of material. For the reasons outlined above, the present location was placed as near as possible to the existing bridge.

It also utilizes state-owned property for a portion of the right-of-way on the easterly side of the river.

To do nothing would allow the present inadequate and potentially dangerous bridge with its physical limitations to exist.

RELATIONSHIP BETWEEN SHORT TERM USE AND LONG TERM PRODUCTIVITY

The existing short-term use of this area is rural farming operations and associated operations of marketing, supply and transportation. No major change for this vicinity is anticipated in the near future, as most economic and residential growth is taking place in larger communities to the north in Oregon and easterly in Idaho. Since this project will materially improve travel conditions for this area, particularly the farm to market haul, it is consistent with the goals for long-term productivity in the region.

IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES

The land occupied by the new bridge approaches, and the materials, time and effort devoted to this project can be expected to be irretrievably committed for the life of this facility, and will be unavailable for other uses.

PROBLEMS AND OBJECTIONS RAISED BY OTHER AGENCIES

The Southeast Oregon Council of Governments reviewed the project and expressed approval via attached letters dated July 27, 1970, and June 29, 1971.

A copy of the draft environmental impact statement is accompanying the application to the United States Coast Guard for a permit to cross the Snake River.

No objections were received regarding the project. The environmental impact is minimal, and the need for replacing the bridge is pressing and obvious.

STEPS TAKEN TO MINIMIZE UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

The location in close proximity to the existing facility is the first overall consideration to minimizing impact. As mentioned under alternatives, other locations would increase disruption of farmland and possibly affect wildlife refuges.

No slope protection is required that would encroach into the Snake River or disrupt animal habitat along the banks. During construction of the new bridge piers, specifications concerning water quality will be enforced.

If the one occupied house is taken entirely, relocation assistance will be employed. Compensation for any damages to the automobile garage will be paid. Fencing of the right-of-way and installation of cattleguards at the frontage roads will be accomplished to avoid livestock-automobile conflicts.

A mobile home may be moved back if fill slopes encroach substantially in the vicinity of the home.

Studies are being conducted to determine if a boat ramp and small parking area can be constructed near the old bridge approaches when the new bridge is installed.

OREGON STATE HIGHWAY DIVISION

SNAKE RIVER (ADRIAN) BRIDGE SEC.

SUCCOR CREEK HIGHWAY
(PARMA SPUR)
MALHEUR COUNTY

NATIONAL WILDLIFE REFUGE LANDS

PROPOSED PROJECT

DEER FLAT NATIONAL WILDLIFE REFUGE

Adrian

Adrian Airfield

Suzy Island

Big Bend Sch

Gibson

Mile 401

SNAKE RIVER

Pacific

Union

Clover

Lateral

Alkali

South

Central

Drain

Singer

Oakander

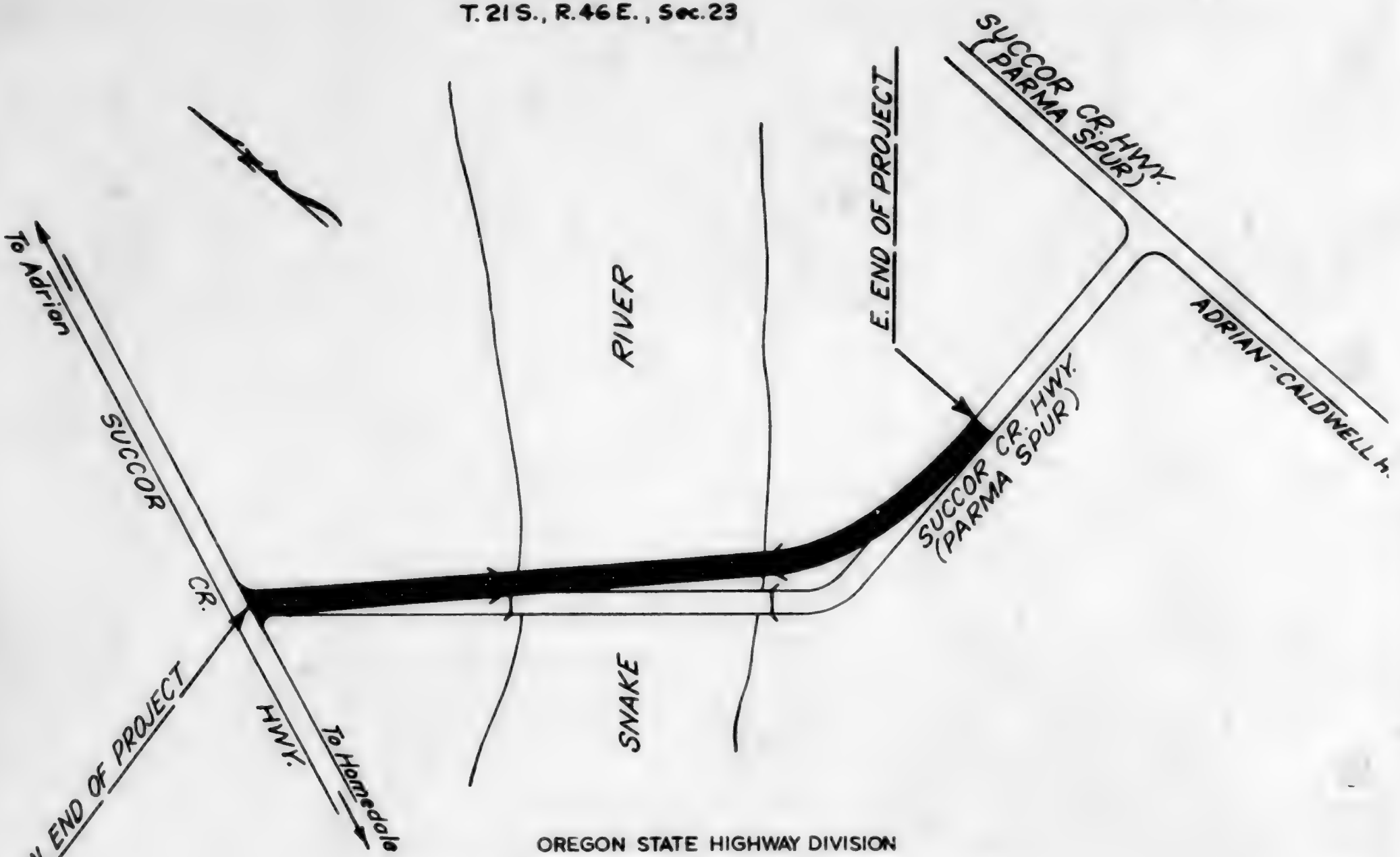
Canal

N Oakander Drain

Red Bull

BIG BEND

T. 21 S., R. 46 E., Sec. 23



OREGON STATE HIGHWAY DIVISION

Corridor and Design Hearing Map

SNAKE RIVER (ADRIAN) BR. SEC.

(PARMA SPUR)

MALHEUR COUNTY

Form DOT F 1320.1 (1-67)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

DATE: AUG 26 1971

In reply refer to: 523-015

SUBJECT: Draft Environmental Impact Statement: Highway Project Snake River (Adrian) Bridge Section, Succor Creek Highway, Malheur County, Oregon

FROM : Assistant Secretary for Environment and Urban Systems

TO : Mr. R. E. Simpson, Division Engineer, FHWA
Salem, Oregon

This staff has reviewed the draft environmental impact statement prepared for the proposed project in Malheur County.

It appears that this project could involve the crossing of navigable waterways and therefore ultimately require a bridge permit from the Coast Guard. For this reason, early coordination of the draft environmental impact statement with the Commander, Thirteenth Coast Guard District, would seem to be warranted.

Herbert F. DeSimone
Assistant Secretary

cc: Regional Federal Highway Administrator
Portland, Oregeon

RECEIVED
SEP 3 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
AUG 30 1971
OREGON DIVISION

NOTED
R. D. ASBURRY

Form FHWA-121 (12-67)
UNITED STATES G ERNMENT

Memorandum

U.S. . PARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

TO : Mr. R. E. Simpson
Division Engineer
Salem, Oregon

DATE: August 19, 1971

In reply refer to: 08-00.36

FROM : I. C. Flood
Regional Environmental Coordinator
Portland, Oregon

SUBJECT: Oregon Project S-23-015(-)
Snake River (Adrian) Bridge Section
Succor Creek Highway (Parma Spur)
Draft Environmental Statement

The draft environmental statement for the subject project has been reviewed by the Regional Environmental Committee. Following are comments for your review and consideration in preparing the final environmental statement:

1. A description of the ecological systems, wildlife, fish, waterfowl, etc. is lacking. Also, it would be desirable to show the limits of the Deer Flat National Wildlife Refuge on the vicinity map. It is presumed all construction and right-of-way taking would lie outside the Refuge boundary.

2. Page 4, first paragraph: Some discussion appears warranted on timing of construction activities or other controls in addition to enforcing contract specifications pertaining to water quality to reduce or minimize turbidity in the Snake River during periods when such stream disturbance might pose adverse effect on the fisheries resource.

3. Page 4, under Alternatives and Reason For Project Selection: At the end of the fourth line, it appears as though some words have been omitted.

RECEIVED
AUG 23 1971
OREGON DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 901-814

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

August 17, 1971

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Snake River (Adrian)
PNRS #71.0335

Dear Mr. Porter:

We have referred your draft Environmental Impact Statement to the appropriate State agencies. We have also published and distributed your Notice to all State agencies and Councils of Governments.

The responses quoted below suggest points to be considered and included in your statement.

The Fish Commission commented as follows:

"This project is above the reach of anadromous fish. Thus protection of the resident fishery is solicited by maintaining minimum silt loads in the stream during construction period."

The Department of Environmental Quality is quoted:

"The Adrian bridge over the Snake River has been used as a sampling point by the DEQ for the last 10 years. Thus our staff knows very well the public safety hazards expressed in the attached Environmental Impact Statement. Therefore, the D.E.Q. endorses the proposal for replacing the bridge and is prepared to grant the

cc: September 14, 1971
R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
W. H. Tebeau
H. S. Cox
B. L. Gifford
H. S. Coulter
C. K. Ansell

NOTED
W. H. TEBEAU

necessary variance to turbidity standards to accommodate essential dredging in the river, as provided for in applicable water quality standards.

"Is it possible that a public boat landing could be included with the bridge project?"

You may use this letter as evidence of your compliance with Section 102 (2) (C) of the National Environmental Policy Act of 1969 (83 Stat. 853), and OMB A-95 (Revised).

Cordially,

Kessler R. Cannon
Assistant to the Governor
Natural Resources

RECEIVED
AUG 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

JUL 28 1970

CITY OF Ontario — THE CAPITAL OF EASTERN OREGON

FROM THE OFFICE OF CITY MANAGER
Please Direct All Correspondence
On This Matter To The Above.

P. O. BOX 159 - ONTARIO, OREGON
97914

July 27, 1970

State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capital
Salem, Oregon 97310

Gentlemen:

The Southeast Oregon Council of Governments on Thursday, July 23rd, reviewed the proposed Oregon State Highway Project, Snake River (Adrian) Bridge Sec., Adrian-Parma Highway, Malheur County. The Council of Governments found the project consistent with local planning and recommends that it be undertaken at an early date.

Very truly yours,

C Lloyd Castner
C. Lloyd Castner, Secretary
Southeast Oregon COG

CLC:rmg

cc: R. L. Porter, State Highway Engineer
Oregon State Highway Department
Salem, Oregon

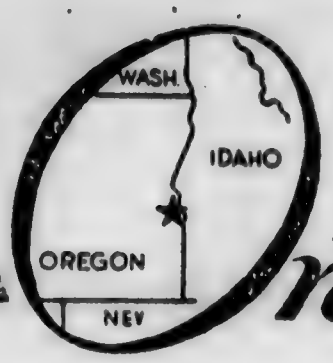
cc R.E. Simpson
D. J. Barber
R. E. Rayer
N. S. Cook
D. N. Mocking
R. N. Chase
7-29-70

BEN GIFFORD

RECEIVED
JUL 29 1970
PROGRAM & PLANNING
DIVISION

NOTED
R. W. ELLISON

CITY OF



Ontario... THE CAPITAL OF EASTERN OREGON

Edwards

FROM THE OFFICE OF CITY MANAGER
Please Direct All Correspondence
On This Matter To The Above.

P. O. BOX 159 - ONTARIO, OREGON
97914

June 29, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

The Southeast Oregon Council of Governments at their meeting on June 04, 1971 reviewed the federal-aid project Snake River (Adrian) Br., Succor Creek and Highway (Parma Spur), Malheur County and unanimously approved the project.

Very truly yours,

Albert Gaschler

Albert Gaschler, Secretary
Southeast Oregon Council of
Governments

cc: July 5, 1971
R.E. Simpson, FHWA
F.L. Hall
I.D. Merchant
D.H. Moehring
W.H. Tebeau
H.S. Cox
B.L. Gifford
C.K. Ansell
H.S. Coulter

FBK Young 7-2-71

NOTED
TOM EDWARDS

RECEIVED
JUL 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
R.D. ASBURRY
R.N. CHASE

RECEIVED
JUN 21971
PROGRAM & PLANNING
DIVISION

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
EDWARD G. WESTERDAHL, II
Director

July 13, 1971

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Snake River (Adrian) Br. Succor Creek
PNRS #71.0299

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

:: July 19, 1971
R.E. Simpson, FHWA
F.L. Hall
I.D. Merchant
D.H. Moehring
W.H. Tebeau
H.S. Cox
B.L. Gifford
C.K. Ansell
H.S. Coulter

The Fish Commission is quoted as follows:

"Although this area is well beyond the present limits of anadromous fish use of the Snake River we urge that every precaution be taken during project design and construction phases to not allow substances toxic to aquatic life to enter the river. This includes soil material as well as such things as fresh concrete.

"If undertaken with precaution, the project should have little if any impact on aquatic resourses."

NOTED
R. D. ASBURY

NOTED
TOM EDWARDS

BEN GIFFORD

NOTED
W. H. TEBEAU

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

RECEIVED
JUN 1 8 1971
PROGRAM & PLANNING
DIVISION

IN REPLY REFER TO:

United States Department of the Interior

NATIONAL PARK SERVICE
920 N. E. Seventh Avenue
Portland, Oregon 97232

July 30, 1971

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

This will acknowledge receipt of the draft environmental impact statement on the Snake River (Adrian) Bridge Sec., Succor Creek Highway (Parma Spur), Malheur County.

We have no comments on this statement.

Sincerely yours,

Daniel F. Burroughs

Daniel F. Burroughs
Chief, Portland Field Office

NOTED
S. J. COUPER

NOTED
G. A. POTTER
7-17-71

RECEIVED
AUG 1 6 1971
PROGRAM & PLANNING
DIVISION

NOTED
W. H. TEBEAU

NOTED
J. A. PANTUSO

NOTED
R. D. ASBURRY

ENVIRONMENTAL PROTECTION AGENCY

REGION X

1200 SIXTH AVENUE

SEATTLE, WASHINGTON 98101

August 6, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

We have reviewed the Environmental Impact Statement for the proposed Snake River (Adrian) Bridge Section, Succor Creek Highway (Parma Spur), Malheur County. We have no comments providing that construction is carried out so that the least environmental harm occurs.

Thank you for the opportunity to comment on this draft statement.

Sincerely yours,

Hurlon C. Ray

Hurlon C. Ray, Acting Director
Management Division

RECEIVED
AUG 13 1971
PROGRAM PLANNING

NOTED
F. B. KLEIN

NOTED
G. A. POTTER

Tebeau 8-16-71

RECEIVED
AUG 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
J. A. PANTUSO

NOTED
TOM EDWARDS

NOTED
R. L. PORTER

NOTED
S. J. COUPER

NOTED
R. D. ASBURY

W. H. Tebeau 8-16-71

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 15, 1971

Executive Department
Federal Aid Coordinating Unit
302 Public Service Building
Salem, Oregon 97310

Gentlemen:

In accord with the National Environmental Act of 1969 (Public Law 91-190), attached are eight copies of the Draft Environmental Impact Statement for State Agency review and comment.

District No. 14

Federal-Aid Secondary

Snake River (Adrian) Bridge Sec.
Succor Creek Hwy. (Parma Spur)
Malheur County

Your prompt attention and reply to this Environmental Impact Statement will be anticipated within the 30-day period established by the Federal Council of Environmental Quality Guidelines.

Very truly yours,

R. L. Porter
State Highway Engineer

By R. D. Calkins
for
L. H. Young
Program and Planning Engineer

BLG:js

Attachments

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
W. H. Tebeau
R. N. Chase
H. S. Cox
B. L. Gifford
H. S. Coulter
C. K. Ansell

NOTED
W. H. TEBEAU

OREGON STATE
HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

July 15, 1971

Southeast Oregon Council of Governments
Ontario City Hall
Ontario, Oregon 97914

Attention: C. Lloyd Castner, Secretary

Gentlemen:

Attached for your review and comments as District Clearing House (Re: National Environmental Policy Act of 1969), please find a Draft Environmental Statement on the following project:

Federal-Aid Secondary	Snake River (Adrian) Bridge Sec. Succor Creek Hwy. (Parma Spur) Malheur County

Your prompt attention and reply to this Environmental Impact Statement will be anticipated within the 30-day period established by the Federal Council of Environmental Quality Guidelines.

Very truly yours,

R. L. Porter
State Highway Engineer

By R. D. Young
for L. H. Young
Program and Planning Engineer

BLG:js

Attachment

cc: R. E. Simpson, FHWA
F. B. Klaboe
F. L. Hall
W. H. Tebeau
R. N. Chase
H. S. Cox
B. L. Gifford
H. S. Coulter
C. K. Ansell

NOTED
W. H. TEBEAU

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

July 14, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Draft Environmental Impact Statement
Snake River (Adrian) Bridge Section
Succor Creek Hwy. (Parma Spur)
Project S-23-015(-)
Malheur County

Dear Sir:

In accordance with the "National Environmental Policy Act Guidelines", we are submitting eighteen copies of a "Draft Environmental Impact Statement", dated July 1, 1971, relative to the proposed highway project on the Snake River (Adrian) Bridge Section of the Succor Creek Highway (Parma Spur) in Malheur County.

Very truly yours,

R. L. Porter
State Highway Engineer

By

L. H. Young
Program and Planning Engineer

Attachment

cc: Tom Edwards
F. B. Klaboe
F. L. Hall
R. N. Chase
B. L. Gifford
S. J. Couper

Form E-123

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWEN-PL

1 September 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Reference is made to your letter of 15 July 1971 which transmits a draft environmental statement covering the Snake River (Adrian) Bridge. The letter was forwarded from the Portland office for our reply, as noted in the 29 July 1971 letter to you from the Portland District, Corps of Engineers.

It appears that the proposed work will improve the river crossing situation.

The bridge capacity should be large enough to pass the design flood with an adequate freeboard and without significant backwater effect that would cause flooding of land. Normally, this office checks the flood adequacy of such bridges at the time the navigation permit is processed by the U.S. Coast Guard. We will review the bridge capacity when final plans are submitted with the permit application.

Sincerely yours,

NOTED
G. A. POTTER

H. L. DRAKE
Chief, Engineering Division

NOTED
R. D. ASBURRY

A.E.J. cy to Merchant 9-7-71

NOTED
J. A. PANTUSO

copy to

REFERRED TO
Asst. State Hwy. Engr.
9-8-71

RECEIVED
SEP 8 1971
PROGRAM & PLANNING
DIVISION

RECEIVED
SEP 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED

7760 Snake River (Adrian) Bridge Sec. 1972
of Parma Spur of Succor Cr. Hwy.
(Grad., pav., struct.) #1

FORM E-20

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 31, 1971

SUBJECT:

To: A. E. Johnson
Assistant State Highway Engineer

O F F I C E

I have Mr. Bothman's December 10 letter recommending a load limit posting on five critical bridges. Maintenance and Bridge shall re-assess this recommendation based on two factors.

(1) No load limit shall be placed because of inadequacies of wooden trestle approach systems. Maintenance shall immediately take steps to remove any deficiencies in weak trestles.

(2) Load limits shall not be placed because of wooden floor systems on trusses; again, such deficient facilities shall be repaired.

I want a re-analysis of the truss based on standard engineering precepts rather than on the criteria established under the federal bridge inspection program. This matter has expediency and I wish it discussed with me as quickly as the calculations can be made.

Tom

Tom Edwards
Deputy State Highway Engineer

TE:ms
cc Lloyd P. Shaw
E. S. Hunter
R. N. Bothman

FORM E-20 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
December 10, 1971

SUBJECT: Recommended Load Posting
Five Critical Bridges

To:
E. S. Hunter
Asst. State Highway Engineer

B u i l d i n g

Five bridges were submitted to the Federal Highway Administration for consideration to be replaced with Federal funds as critical bridges. Although we hastily prepared original inspections which did not prove correct, we have now completed inspections on the five bridges which were submitted and have design ratings from the Bridge Section.

Attached is a chart summarizing the present status of the five bridges submitted to the FHWA, and recommendations for posting of reduced load limits on these five bridges.

For additional added information, attached are the bridge inventories, bridge inspection reports, and design section calculations for each of the five structures.

The H-Truck Loadings indicated on the attachment are for our bridge inventory purposes only, and they are based upon a design check taking into consideration the present condition revealed by the inspection report for each structure. They are AASHO H-Truck designations. The design rating is based on 55% of the yield stress. The operating rating is based on 75% of the yield stress.

The gross vehicle loadings were determined by analyzing the steel truss units of these bridges. The AASHO gross loading is based on 55% yield stress and the AASHO special procedure gross loading is based on 75% of the yield stress. The special procedures can be utilized under the AASHO Manual when we do provide for continuous inspection and review of the structures.

For your consideration, the following load limits are proposed:

(1) Adrian Bridge — 30T

Reduce the load limit to 28T gross load. This will require minimal repair to the damaged truss members and deck system. It would be necessary to require the Highway Commission to reduce the load limit from 30T gross load to 28T gross load. This structure has been approved by the Federal Highway Administration for 1972-73. Practical alternate routes exist north at Nyssa and south at Homedale.

(2) Sanderson Bridge

Reduce the load limit to 21T gross load. Priority repairs will be required to equalize the stress on tension members. Repairs are required to the deck in order to provide for the 21T gross load. Temporary shoring could be done to the 131 ft. truss to accommodate 24T gross loads; however, the 353 ft. truss is limited to 21T gross load. The critical members of the 353 ft. truss are the upper and lower cords in two different locations throughout the truss. Considering the age and condition of the structure, strengthening is not feasible for this truss.

An alternate route is available through Lebanon. The FHWA supports our request for relocation of this bridge under the critical bridge replacement program.

(3) Coquille River Bridge

Reduce the load limit to 36T gross loads. Priority repair items will be required as soon as possible to make the load limiting factor the swing truss. The swing truss is limited to the 36T gross load. The critical members are the stringers and the floor beams of the swing span. This computation is based on one-way traffic.

An alternate route is available via Davis Slough utilizing Bullards Bridge.

(4) Harrisburg Bridge

Reduce the load limit to 30T gross load. This structure is by far the most critical of the bridges reviewed. There are 60 spans of timber approach trestle. Most of the trestle spans should be thoroughly reconditioned to bring the structure up to the recommended load capacity of 30T. Maintenance is required daily to maintain the deck. The repairs have been temporary for the past two years. Annual maintenance cost for the last two years has been $11,000 per year.

The truss is limited by the deck system which could be beefed up only by removing the present concrete deck and replacing stringers and adding section to floor beams. This would involve partial closure or at least long periods of one-way traffic.

The bridge does not have suitable alternate routes and a serious invonvenience in the economic impact would result from this recommendation.

The estimate for repairs to the trestle section would range from $200,000-$500,000. A practical repair to restore the load carrying capacity and rideability would also involve partial closures on the trestle section.

Since the repair and improvement of the structure to accommodate present loads is beyond the scope of maintenance capabilities, I recommend that early replacement be made.

(5) Robertson Bridge

Reduce the load limit to 28T gross load. Minimal repairs can bring the truss rating of this structure to 28T gross load.

Alternate routes are available and presently in use.

Your consideration of the recommended reduced load limits is requested.

Robert N. Bothman
Maintenance Engineer

RNB:mp

Attachment

RECEIVED
DEC 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

CRITICAL BRIDGE SUMMARY

Priority No.	Br. No.	Bridge Name	Hwy.	Inspec. Control Rating	Exist. Gross Load Posted	AASHO H-Truck Loading		AASHO Gross Vehicle Load	
						Design Rating	Operating Rating	Gross Loading	AASHO Spec. Procedure Gross Loading
1	4412	Adrian	452	6, super structure	30T	9T	14T	21T	28T
2	1771	Sanderson	211	6, deck stringers	36T.	10T	14T	17T	21T
3	598	Coquille Riv.	244	7, super structure	None.	9T	12T	26T	36T
4	583	Harrisburg	58	5, deck	None.	8T	11T	22T	30T
5	1592	Robertson	260	7, deck	30T	8T	16T	20T	28T

RNB:mp
12/10/71

Oregon State Highway Division
BRIDGE DESIGN UNIT

Bridge Snake River (Adrian) Bn

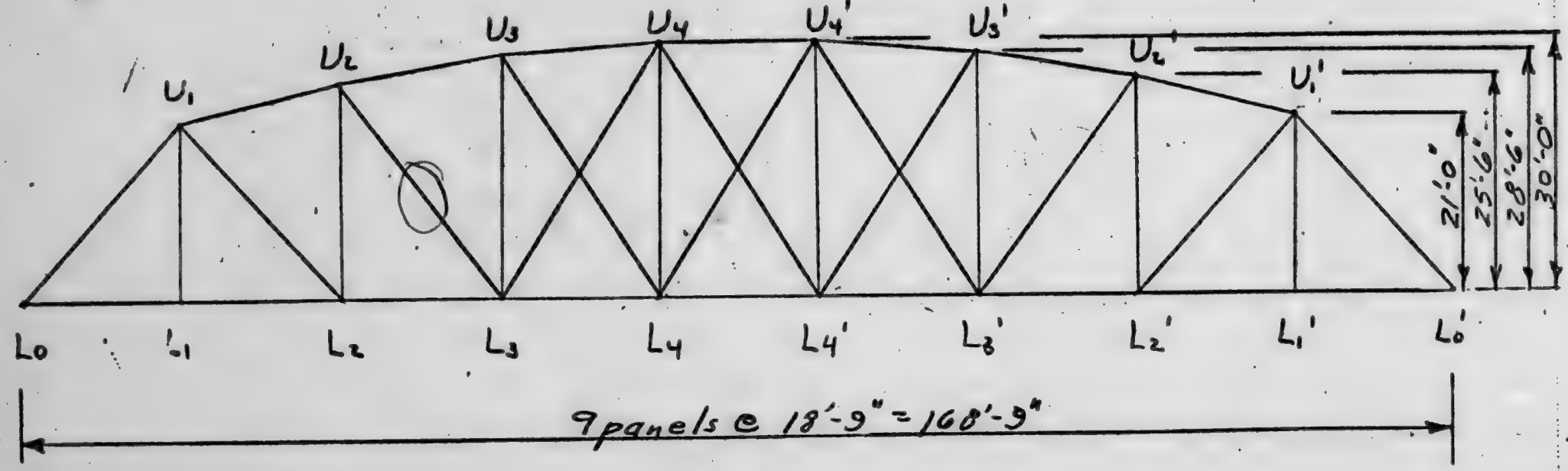
Calculations by

Checked by

Sheet 1

County

Bridge No. 4412



Recommended Load Posting - 21 tons gross

28 TONS ⊙ 0.75

14 - OR
9 - IR

Member	Area	f(allow)	P(allow)	P D.Load.	P(avail) LL.	HS20 Truck	Allow Gross @ .55fy	Stress F(actual)
$L_0 L_2$	4.5	16.0	72.0	38.3	33.7	46.3	26.2T	18.8
~~$L_2 L_3$~~	~~6.12~~ 4.5		~~97.9~~ 72.0	55.0	~~42.9~~ 17.0	66.2	.648 (36T) = 23.3T	19.8 ksi
L_3-L_4	7.0		112	63.2	48.8	62.7	28T	18.0
L_4-L_4'	7.0		112	67.0	45.0	66.9	.673(36T) = 24.2T	19.2 ksi
$L_0 U_1$	11.28	12.0	135	57.3k	77.7	68.2	✓	
$U_1 U_2$	11.28	13.3	150	56.5	93.5	68.2	✓	
$U_2 U_3$	11.28	13.7	155	64.1	90.9	75.4	✓	
$U_3 U_4$	11.28	13.7	155	67.2	87.8	76.4	✓	
$U_4 U_4'$	11.28	13.7	155	66.8	88.2	85.3	✓	
$U_1 L_2$	3.75	.16	60.0	24.3	35.7	41.7	.856(36T) = 30.8T	17.6 ksi
$U_2 L_3$	2.0	16.0	32.0	+14.0	+ 16.0	28.0	571(36) = 20.6T	21.0 ksi
$U_3 L_4$	2.0	16.0	32.0	6.4	25.6	28.5	ok	
$U_4 L_3$	1.8	16.0	24.0	—	24.0	28.5	ok	
$U_1 L_1$	3.9	16.0	62.4	10.0	52.4	34.6	✓	
$U_2 L_2$	11	12.9	50.4	-8.3	42.1	- 25.0	✓	
$U_3 L_3$	4	12.0	46.8	—	46.8	18.5	✓	
$U_4 L_4$	3.9	11.3	44.0	+5.0	39.0	21.4	✓	
U_4-L_4'	2.0	16.0	32.0	—	32.0	28.4	✓	
Inc. Bm. Ix 65.4k	5.6 11.63	16.0	11 = 156	.60 ki	96 ki	145.6	24T	20.8 ksi

2 of 4 sheets

BRIDGE TYPE ST. TRUSS NAME SMOKE RIVER HWY. NO. 14 MILE POST 0.1
CROSSING (OVER, UNDER) _____ COUNTY _____ FAP NO. _____ BRIDGE NO. 1
DISTRICT 12 YEAR BUILT 1915 PHOTOS 5 DATE 8-17-2 INSPECTOR _____

OBSERVATIONS

SUBSTRUCTURE (60)	Condition Rating
1. Abutments - Wings	6
Backwall	6
Footing	5
Piles	/
Erosion	None
Settlement	"
2. Piers or Bents - Cons	6
Column	6
Footing	5
Piles	/
Scour S.L.D.	None
Settlement S.L.D.	"
3. Pile Bents	/
4. Concrete Cracking or Spalling	/
5. Steel Corrosion	3
6. Timber Decay, etc.	None
7. Debris on Seats	/
8. Paint	/
9. Collision Damage	/
INSPECTOR'S CONDITION RATING (60)	6
CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	None
2. Embankment Erosion	/
3. Drift	
4. Vegetation	
5. Channel Change	
6. Fender System	
7. Spur Dikes & Jetties	
8. Riprap	/
9. Adequacy of Opening	5
INSPECTOR'S CONDITION RATING (61)	5

SUPERSTRUCTURE (59)	Condition Rating
1. Bearing Devices	6
2. Stringers	6
3. Girder or Beams	/
4. Floor Beams	6
5. Trusses - General	6
Portals	6
Bracing	6
6. Paint	5
7. Machinery (Movable Spans)	/
8. Rivets or Bolts	6
9. Welds - Cracks	/
10. Rust	5
11. Timber Decay	/
12. Concrete Cracking	/
13. Collision Damage	6
14. Deflection under Load	O.K
15. Alignment of Members	6
16. Vibrations under Load	O.K
INSPECTOR'S CONDITION RATING (59)	6
CULVERTS & RETAIN. WALLS (62)	
1. Barrel	/
Concrete	
Steel	
Timber	
2. Headwall	
3. Cutoff Wall	
4. Adequacy	
5. Debris	
INSPECTOR'S CONDITION RATING (62)	/

DECK (58)	Condition Rating
1. Wearing Surface 2" C.	7
2. Deck - Structural Condition	7
3. Curbs Timber Guards	6
4. Median Timber Curb	7
5. Sidewalks	/
6. Parapet	/
7. Railing	7
8. Paint	/
9. Drains	/
10. Lighting Standards	/
11. Utilities	/
12. Joint Leakage	7
13. Expansion Joints or Devices	/
14. Record Elevations:	/
Gutterline @ ℄ Bearings	/
@ ℄ Spans	/
INSPECTOR'S CONDITION RATING (58)	7
APPROACH ALIGNMENT (65)	
1. Alignment	7
2. Approach Slab	/
3. Relief Joints	/
4. Approach - Guardrail	/
Pavement	7
Embankment	7
INSPECTOR'S CONDITION RATING (65)	7
RATED LOADING (66)	
1. Posted Loading	20T.
2. Legibility	Good
3. Visibility	Good
INSPECTOR'S CONDITION RATING (66)	5

REMARKS (Key-in to section and number above)

USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES

List apparent cause, severity and pinpoint location of defects listed above.

(58-1) Some #2 Pedal heads and bit log heads lost. (58-1) Pile log heads corroding and holes (58-3&4) 2x2 decking loosened. (58-7) Some rust on rail posts and rail posts are loosened. (58-8) Some spots rust on steel. (58-11) Tap over the pin joints on access Truss: (58-12&13) Pin bearing and joints due to decayed 2x12's

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST Maintenance	ESTIMATED COST Betterment	REPAIRS COMPLETE

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair work of whatever character.

BRIDGE TYPE ST. THRU TRUSS NAME SMOKE RIVER HWY. NO. 12 MILE POST [illegible]
CROSSING (OVER, UNDER) _____ COUNTY [illegible] FAP [illegible] BRIDGE NO. [illegible]
DISTRICT 12 YEAR BUILT 1915 PHOTOS 5 DATE 8-17-72 INSPECTOR [illegible]

OBSERVATIONS

SUBSTRUCTURE (60)	Condition Rating
1. Abutments - Wing	5
" Backwall	5
" Footing	5
" Piles	/
" Erosion	None
" Settlement	"
2. Piers or Bents - Cap	5
" Column	5
" Footing	5
" Piles	/
" Scour S.L.D.	None
" Settlement S.L.D.	"
3. Pile Bents	/
4. Concrete Cracking or Spalling	/
5. Steel Corrosion	5
6. Timber Decay, etc.	None
7. Debris on Seats	/
8. Paint	/
9. Collision Damage	/
INSPECTOR'S CONDITION RATING (60)	5
CHANNEL & CHAN. PROTECT. (61)	
1. Channel Scour	NONE
2. Embankment Erosion	/
3. Drift	/
4. Vegetation	/
5. Channel Change	/
6. Fender System	/
7. Spur Dikes & Jetties	/
8. Riprap	/
9. Adequacy of Opening	5
INSPECTOR'S CONDITION RATING (61)	5

SUPERSTRUCTURE (59)	Condition Rating
1. Bearing Devices	5
2. Stringers	5
3. Girder or Beams	/
4. Floor Beams	5
5. Trusses - General	6
Portals	6
Bracing	6
6. Paint	5
7. Machinery (Movable Spans)	/
8. Rivets or Bolts	8
9. Welds - Cracks	/
10. Rust	5
11. Timber Decay	/
12. Concrete Cracking	/
13. Collision Damage	6
14. Deflection under Load	O.K
15. Alignment of Members	6
16. Vibrations under Load	O.K
INSPECTOR'S CONDITION RATING (59)	6
CULVERTS & RETAIN. WALLS (62)	
1. Barrel	/
Concrete	
Steel	
Timber	
2. Headwall	
3. Cutoff Wall	
4. Adequacy	
5. Debris	
INSPECTOR'S CONDITION RATING (62)	/

DECK (58)	Condition Rating
1. Wearing Surface 1" C.	7
2. Deck - Structural Condition	7
3. Curbs - Pipe Guards	5
4. Median - Timber Curb	7
5. Sidewalks	/
6. Parapet	/
7. Railing	7
8. Paint	/
9. Drains	7
10. Lighting Standards	/
11. Utilities	7
12. Joint Leakage	7
13. Expansion Joints or Devices	7
14. Record Elevations:	/
Gutterline @ ℄ Bearings	
@ ℄ Spans	
INSPECTOR'S CONDITION RATING (58)	7
APPROACH ALIGNMENT (65)	
1. Alignment	5
2. Approach Slab	/
3. Relief Joints	/
4. Approach - Guardrail	/
Pavement	7
Embankment	7
INSPECTOR'S CONDITION RATING (65)	7
RATED LOADING (66)	
1. Posted Loading	12T.
2. Legibility	Good
3. Visibility	Good
INSPECTOR'S CONDITION RATING (66)	5

REMARKS (Key-in to section and number above)

USE SECOND SHEET FOR ADDITIONAL SPACE AND SKETCHES

List apparent cause, severity and pinpoint location of defects listed above.

(59) Span #2 Pedal bearing bit by bird [illegible] (58-1) P.C. [illegible] cracking and holes (58-3,4) Rot decking [illegible]. (58-7) [illegible] post and rail rust. Unsafe [illegible] are decayed. (58-7) Deck planks rot at [illegible] (58-11) Take up bolts in [illegible] Access Truss: (58-12,13) P.C. bracing and [illegible] joints [illegible] decayed [illegible]'s

MAINTENANCE AND BETTERMENT RECOMMENDATIONS

PREFIX	ITEM	ESTIMATED COST		REPAIRS COMPLETE
		Maintenance	Betterment	

NOTE: List under maintenance and betterment recommendations all necessary channel clearing, revetments, bank protection, channel changes, stream bed pavements, riprap work, underpinning or other foundation protection, shoulder and slope protection, repairs to concrete work, painting, waterproofing, preservative treatments, repairs to roadway surfaces, repairs and renewals to timber and piling, and all other maintenance and repair work of whatever character.

BRIDGE INVENTORY

ALL CARD I.D.

8. Bridge No 0 4 4 1 2 0 — 6
1 — 7

Card No. 1

IDENTIFICATION

1. State . . . . . 8 4 8 — 10
2. Highway District 1 4
3. County 0 4 5
4. City/Town . . . . . 0 0 0 0 — 19
5. Inventory Route . . . . . 1 — 22

First Digit:	1 Principal Route	2 Other			3
Second Digit:	1 Interstate	3 State Hwy.	5 City St.		
	2 US Route	4 County or Sec.	8 Other		1
Third Digit:	0 N.A.	4 Spur	8 Service Road		
	1 Main Line	5 Toll Roads	9 Truck Route		
	2 Alternate	6 Business			
	3 By-Pass	7 Ramp or Wye			— 27
Next 5 Digits:	Route No.				
Last Digit:	0 N.A.	2 East	4 West		0 — 28
	1 North	3 South			

6. Feature Intersected — SNAKE RIVER CROSSING
7. Facility Carried by Structure — HWY 452
9. Location (Narrative Description) — ADRIAN ON OREGON IDAHO BORDER
10. Highway Number . . . . . 4 5 2 — 0 0 0 0 2 1 — 37
11. Milepost - F.A.S. or State Log . . . . . —
12. Road Section No. (D.O.D. Bridge Log) . . . . . —
13. Defense Bridge Letter (D.O.D. Bridge Log) . . . . . — 48
14. Defense Milepoint . . . . . —
15. Defense Section Length . . . . . —
16. Latitude (Damage Assessment - Pre-attack Input) . . . . . — 57
17. Longitude (Damage Assessment - Pre-attack Input) 4
18. Physical Vulnerability . . . . . 2 8 — 65

1 Timber Trestle	5 Suspension	8 Box Culvert	
2 Concrete Girder	6 R.C. Arch	9 Tunnels	
3 Steel Girder	7 Dam Bridge	0 No Structure	
4 Cant. & Truss			

19. By-Pass Detour Length 3
20. Toll . . . . . 3 — 1 — 67

1 Toll Bridge	2 On Toll Road	3 On Free Road	

21. Custodian . . . . . 1 — 68

1 State Hwy.	4 City, Local	7 Other Private	
2 Other State Agency	5 Federal	8 Combination	
3 County	6 Railroad	9 Unknown	

22. Owner (Code as in Item 21 & List) — STATE HIGHWAY DIVISION
23. Federal Aid Project Number — NONE

CLASSIFICATION

24. Federal Aid System . . . . . 0 5 — 20

01 Int., rural, open to traffic	05 FA Sec. rural, State juris.	09 Other State Hwys., rural (non-FA)
02 Int., urban, open to traffic	06 FA Sec. urban, State juris.	10 Other State Hwys., urban (non-FA)
03 Other FA primary, rural	07 FA Sec. rural, local juris.	11 Local rural roads
04 Other FA primary, urban	08 FA Sec. urban, local juris.	12 Local city streets

25. Administrative Jurisdiction . . . . . 1 — 22

1 State	3 Toll	5 New
2 Federal	4 Other, Incl. County & Local	

26. Functional Classification . . . . . 0 2 — 23

Population	URBAN CODE 10-25	25-50	50+	FUNCTIONAL SYSTEM	RURAL CODE
11	21	31	41	Interstate	01
.	.	.	.	Other Fwy. & Expressway	.
12	22	32	42	Other Principal Arterial	02
13	23	33	43	Minor Arterial	03
.	.	.	.	Collector	.
14	24	34	44	Major	04
15	25	35	45	Minor	05

BRIDGE INVENTORY

ALL CARD I.D.

8. Bridge No. 0 4 4 1 2 0 — Card No. 2 (7)

STRUCTURAL DATA

27. Year Built: (Code First 2 Digits Year Built - Last 2 Digits Year Major Reconstruction) . . . 1 5 0 0 / 0 2 0 0 (15)

28. Lanes on Structure: (First 2 Digits Lanes on Str., Last 2 Digits Lanes Crossed) (Right Justified) . . . 0 0 0 7 5 0 (21)

29. Average Daily Traffic: (Code Blanks on Left w/0's) . . . 1

30. Year of ADT: 1970

31. Design Load: . . . 0 2 2 (24)

1 H-10	4 H-20	7 Pedestrian
2 H-15	5 HS-20	8 Railroad E-
3 HS-15	6 HS-20+Mod	9 Other

32. Approach Roadway Width, Sum of 2 Shldrs+Rdwy. . . . 0 0 0 0

Example:	Lt. Shldr.	Roadway	Rt. Shldr.	Code
	4.0'	16'	6.0'	026
	6.0'	36'	12.0'	054

33. Bridge Median: First 3 Digits Median Width in Ft. . . . 0 0 (30)
4th Digit Code: 0 None 1 Open Median 2 Closed

34. Skew: Per AASHO Manual - Record to Nearest Degree (Code 99 for Major Variation) . . . 0

35. Structure Flared 1 Yes 0 No . . . 1 (32)

36.

37.

38. Navigation Control 1 Yes 0 No . . . 0 1 4 (39)

39. Navigation Vertical Clearance (Code Nearest Foot) . . . 0 1 6 5

40. Navigation Horizontal Clearance (Code Nearest Foot) . . . 1 5

41.

42. Type Service: . . . 3 1 0 (44)

1st Digit Service ON Bridge

1 Highway	5 Second Level
2 Railroad	6 Third Level
3 Pedestrain	9 Other - Sign Br.

2nd Digit UNDER Bridge

1 Highway	5 Waterway
2 Railroad	6 Hwy.-Water
3 Pedestrian	7 RR-Water
4 Hwy.-RR	8 Hwy.-RR-Water
	9 Other

43. Identify Type of Structure: (Use 3 Digit Code) . . . 7 0 2 (47)

First Digit	Second and Third Digits	
1 Concrete	01 Slab	11 Arch-Deck
2 Concrete Con't.	02 Stringer-Mult. Bm.	12 Arch-Thru
3 Steel	03 Girder & Floorbm.	13 Suspension
4 Steel Con't.	04 Tee Beam	14 Stayed Gdr.
5 Prestress (P/C)	05 Box Girder-Mult. Cell	15 Movable-Lift
6 P/C Continuous	06 Box Gdr-Sgl., Sprd	16 Movable-Bascule
7 Timber	07 Frame	17 Movable-Swing
8 Masonry	08 Orthotropic	18 Tunnel
9 W.I.-C.L.-Alum.	09 Truss - Deck	19 Culvert
0 Other	10 Truss - Thru	00 Other

List any structure not described by listings above, under code 0 "Other" and describe in remarks.

44. Same as Above for Approach Spans (Use Only on Major Bridges, or w/Material Change) . . . 0 4

45. Number of Spans in Main Unit . . . 0 0 0 0 (53)

46. Number of Approach Spans

47.

48. Length of Maximum Span: (Code 4 Digit Number to Nearest Foot) (Right Justify) . . . 0 1 6 9 (57)

49. Structure Length: (Code 6 Digit Number to Nearest Foot) (Right Justify) . . . 0 0 0 6 7 6 / 0 0 0 0 0 0 (69)

50. Sidewalk Width: (Code to Tenth of Foot) . . .

Example:	Left Side	Right Side	Code
	None	8.3	000083
	12.1	11.5	121115

51. Roadway Width: (Code Curb to Curb Nearest Tenth of Foot) . . . 0 1 9 0 / 0 2 0 0 (77)

52. Deck Width: (Code Out to Out Nearest Tenth of Foot) . . . 3 (7)

Card No. . . . 0 1 2 8

53. Minimum Vertical Clearance OVER Roadway. (Code Nearest Foot and Inch)(Code 999 if No Limit) . . . 0 0 0 (14)

54. Underclearance Minimum Vertical Clearance (See Item 53) . . . 9 9 9

55. Underclearance Minimum Lateral Clearance on Right (Code 999 if not RR or Hwy.) . . . 9 9 9 (20)

56. Underclearance Minimum Lateral Clearance on Left (For Divided Hwy. Only)(Code 999 if NA) . . . 2 (21)

57. Wearing Surface . . .

1 Concrete	3 Block	5 Wood Planking
2 Asphalt	4 Open Grate	6 Asphalt with Membrane

BRIDGE INVENTORY

ALL CARD I.D.

8. Bridge No. 0 4 4 1 2 0

CONDITION

Items 58-65, w/exc. of 63 & 64, will be coded with a 1-digit code that indicates the condition rating for these items as listed below.

0 *Bridge conditions beyond repair, danger of immediate collapse*
1 *Bridge repairable, if desirable to reopen to traffic*
2 *Inadequacy to tolerate any live load, warrants CLOSING bridge to all traffic*
3 *Inadequacy to tolerate present heavy load, warrants CLOSING bridge to trucks*
4 *Minimum adequacy to tolerate present traffic, IMMEDIATE rehabilitation necessary to keep open*
5 *Major repairs, contract needs to be let*
6 *Major items in need of repair by maint. forces*
7 *Minor items in need of repair by maint. forces*
8 *Good Condition, No repair necessary*
9 *New Condition*

58. Deck 7 22
59. Superstructure 6
60. Substructure 8
61. Channel and Channel Protection 8
62. Culverts and Retaining Walls 0 2 26
63. Estimated Remaining Life 1 1 4 29
64. Operating Rating - Section 4.1 of AASHO Manual 8
First Digit: 1 *H. Truck* 2 *HS Truck* 3 *Alt. Intstate* 4 *Type 3* 5 *3S Semi-T* 6 *3.3 Trailer* 7 *Cooper E* 8 *Ped or Special* 9 *Gross Load*
65. Approach Roadway Alignment 1 0 9 33
66. Rated Loading (Code as in 64) . . . . .

APPRAISAL

Items 67-72 Coded with 1-Digit Code as Below:

0 *Immediate replacement to put back in service*
1 *Immediate repairs to put back in service*
2 *Basically intolerable condition requiring high priority replacement*
3 *Basically intolerable condition requiring high priority repairs*
4 *Conditions meeting minimum tolerable limits to be left in place*
5 *Conditions better than minimum tolerable*
6 *Condition equal to present minimum criteria*
7 *Condition better than present minimum criteria*
8 *Conditions equal to present desirable criteria*
9 *Conditions superior to present desirable criteria*

67. Structural Condition (List Deficiencies) INADEQUATE ROADWAY CLEARANCE, DECK SYSTEM NEEDS REPL. 2
68. Deck Geometry 2
69. Underclearances 6 36
70. Safe Load Capacity (List Deficiencies) TRUSS DESIGNED H-10, DECK SYSTEM INADEQUATE 2
71. Waterway Adequacy (List Deficiencies) 6
72. Approach Alignment Adequacy 5 39

PROPOSED IMPROVEMENTS

Items 76-82 Code Zeroes if not Applicable.

73. Year Needed and Completed - 1st 2 Digits Needed, Last 2 Completed 7 2 0 0 43
1
74. Type of Service (Code as in Item 42) 3 1 46
75. Type of Work (Code as Below) 1
30 *Widening Exist. Bridge or other major str.* 31 *Replacement of bridge or other major str.* 32 *Const. of new bridge or major str.* 33 *Const. or improvement of minor str.* 34 *Const. of pedestrian bridge* 35 *Other structure work* 36 *Strengthening* 37 *Rehabilitation*
Proposed Work Code: 1 *Contract* 2 *Force Account* 0 0 7 0 0 52
5
76. Length of Improvement (Code to Nearest Foot) 0 0 4 0
2
77. Proposed Design Loading Improvement (Code as in Item 31) 0 1 2 0 0 59
78. Proposed Roadway Width, Curb to Curb Nearest Foot New Roadway 9 1
79. Proposed Number of Lanes (Code 0 if N.A.) 7 2
80. Design ADT (Code as in Item 29, 0 if N.A.) 2 69
81. Year of Est. ADT (Code Last 2 Digits of Year on ADT Item 80) . . . . .
82. Year of Proposed Adjacent Roadway Improvements . . . . .
83. Type of Proposed Adjacent Roadway Improvements 4 7
0 *N.A.* 1 *Resurface* 2 *Reconstruction* 3 *Widening* 4 *Shoulder* 5 *Other*
Card No. 0 0 8 0 0 12
84. Cost of Improvements (Code to Nearest Thousands of Dollars) . . . . .

MAINT. MANAGEMENT

85. Year Last Major Maintenance 7 1
5 9 16
86. Item Repaired Last Major Maintenance (Items 58-62) 0 0 5 0 0 0
87. Estimated Cost Necessary Maintenance (Code to Nearest Dollar) 7 1 2 25
88. Inspection Frequency, First 2 Digits Year Set 6 2 7 2 29
Last Digit: 1 *Quarterly* 2 *Semi-Annual* 3 *Bi-Annual* 4 *Special* 5 *Annual*
89. Paint Program: (First 2 Digits Last Year Painted - Last 2 Digits Year Needed) 0 1 31
90. Priority No. Replacement . . . . .

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7760

December 16, 1971

Mr. Albert Jennings
Administrative Assistant to
The Honorable Robert F. Smith
Speaker of the House
State Capitol
Salem, OR 97310

Dear Mr. Jennings:

The Highway Division has issued Environmental Impact Statements relevant to two projects in Malheur County: (1) reconstruction of the Adrian Bridge, and (2) reconstruction of the Succor Creek County Road. The Oregon Environmental Council has replied to both. Copies of its communications are attached.

The Adrian Bridge project contemplates the replacement of a bridge constructed by Malheur County in 1915. Ravages of time and the elements have been such that this 56-year old bridge, in addition to being of restricted horizontal and vertical clearance, is load limited to a maximum of 60,000 pounds. Its replacement is being funded in the major portion by special allocation made available through the national special bridge replacement authorizations.

This bridge provided the only access to approximately 15 square miles of highly developed agricultural area, to the schools, markets, etc., within the state of Oregon without resorting to many miles of circuitous travel. The bridge relocation is in extremely close proximity to the existing bridge and will be built and opened prior to destruction of the old bridge in order that continuity of service may be maintained.

The Oregon Environmental Council ends its submission with the statement "The OEC concludes that the full environmental impact of the project has not been determined and, on the basis of available data, must oppose implementation of the proposed project." This conclusion, in our estimation, would indicate an obvious irresponsible approach to an analysis of the situation.

The Environmental Council through its Executive Director Larry Williams also replied to the draft statement on the relocation of the Succor Creek County Road. We find the closing statement to contain the following: "On the basis of available data, the Oregon Environmental Council stands firmly opposed to the construction of Succor Creek Highway . . . ." One must first suspect that the Council may have approached this project on the same level on which it replied on the Adrian Bridge. To be more specific, I comment on the following items beginning on page 2, in the same order in which the Council's reply is prepared.

Wildlife Resources. The reply questions the wildlife reports on a highly technical basis which, through personal knowledge, we do not consider germane to the type and necessity of wildlife existing in the area. The reply would indicate that there is no evidence that wildlife experts have been consulted. Page 115 of the Environmental Impact Statement definitely indicates that the Game Commission was contacted.

Succor Creek Recreation Area. A matter of judgment is involved in this avenue of examination. The Succor Creek Recreation Area includes some magnificent vistas. The proposed construction does not hamper, destroy, or impair any of these vistas. What has been left unsaid is that the highway has been located in close proximity to but not violating any of the areas which lend to its magnificence. What also is not said is that greater enjoyment will result through improved access to the area. The road location has been very carefully selected to permit crossing of the chasm at a place providing a most spectacular view. It is not anticipated that this structure will impinge on the environment in the area. The Highway Division has exhibited great ability in recent years in designing and constructing esthetically acceptable structures; and in fact, in 1970, was awarded the

only prize presented in the entire United States by the Prestressed Concrete Institute for excellance in bridge design.

Range Usage. The statement carries documentation that the Bureau of Land Management has been contacted concerning range usage. It is reported that construction of the highway and the attendant fencing of the right-of-way will assist the BLM in its range improvement program.

Vegetation. The OEC reply in regard to vegetation does not take note of or give credit to the Highway Division for its landscaping and enhancement of its rights-of-way.

Conflict with Proposed Malloy Reservoir. The statement specifically notes two reservoir areas under study--one is not involved with the project; the other "the Malloy Reservoir proposal" is, in that the Malloy project involves inundation of a considerable portion of the existing highway which, of course, will have to be relocated should this site be selected. It involves only a minor portion of the relocation of the Succor Creek Highway, which obviously cannot be left deadended pending a final decision concerning the reservoir siting.

Erosion. Again, the Highway Division's policies and practices and, in fact federal requirements, are such that erosion must and will be controlled. No problem should exist in this area.

Use of Local Resources in Construction. The use of local resources (gravel or rock) in construction, in our estimation, has no bearing on the project. Either construction of a new road or surfacing of the existing road will require use of local mineral aggregate. We are certain selection of sources will not be objectionable from any environmental impact.

Fire Danger. Fire is always a danger on range land of this type. It is not probable that the fire danger will be increased through relocation of the existing road over that which exists on several thousand miles of highways in southeastern Oregon.

ALTERNATIVES TO THE PROPOSED PROJECT

The OEC reply under this heading contains considerable verbage about lack of explanation of the alternatives. Quite obviously, this statement is irresponsibly made, in that mere and minor change in location would in no way alter the environmental impact.

At one point in this portion of the reply, the OEC report refers to use of Highway US95 in Idaho. They have not taken cognizance of, nor have they analyzed the fact that southern Malheur County is one of the major stock-growing areas of the state and that it is severed from the county seat by lack of an adequate road. There are certain restrictions necessary to transporting stock to market across state line, in this instance, both over and back. This involves many ramifications with respect to different laws and regulations concerning such movements within the boundaries of each individual state.

UNAVOIDABLE ADVERSE ENVIRONMENTAL EFFECTS

We can find no basis to make a case against improvement of a Succor Creek road in this statement. The road has been in existence most certainly in excess of a half a century. The question herein involved is whether to improve the existing road or to return it to range use and construct on a new location. All facts point to the most desirable solution being that of constructing on new location, removed from the immediate Succor Creek Recreation Area. The effects on the ecosystem should not vary from one location to the other.

IRREVERSIBLE COMMITMENTS OF RESOURCES

Again, under this heading, the OEC reply fails to rationalize between reconstruction of the existing route or construction of a new route. Most certainly, the large area of Oregon tributary to this route cannot forever be denied the right of decent transportation facilities.

CONCLUSION

In their conclusions, the OEC reply carries the statement: "In fact, the study does not demonstrate that a secondary highway is even necessary in this area of the

State." This is an irresponsible statement which completely ignores the fact that the Succor Creek road does exist, has existed for something in excess of a half a century, but not in a condition which provides all-weather service to the area.

I might point out that school children in this area by reason of this transportation lack have for many, many years attended a one-room school at Rockville. While I cannot personally take umbrage at attending a one-room school, I can from personal experience many years ago, testify to the inadequacy of the existing road under adverse weather conditions.

In summary, we can only say that extreme care was taken in preparation of the Statement; we have had no adverse criticisms from the many agencies to which it was submitted other than from the Oregon Environmental Council and weighing their reaction to this report in tandem to their reaction to the reconstruction of an unsafe, inadequate bridge near Adrian, I can only say their response is not worthy of serious consideration.

Very truly yours,

R. L. Porter
State Highway Engineer

By

Tom Edwards
Deputy State Highway Engineer

Att.

TE:ms 1a

bc R. L. Porter
F. B. Klaboe
L. H. Young

Edwards

OREGON ENVIRONMENTAL COUNCIL

4315 S.W. CORBETT AVENUE, PORTLAND, OREGON 97201 / PHONE: 503/222-5369

December 1, 1971

AMERICAN ASSOCIATION OF UNIVERSITY WOMEN, Portland Branch
AMERICAN INSTITUTE OF ARCHITECTS
The Portland Chapter
Southwestern Oregon Chapter
AMERICAN INSTITUTE OF PLANNERS
Oregon Section
AMERICAN SOCIETY OF LANDSCAPE ARCHITECTS
Oregon Section, PNW Chapter
ANGLERS CLUB OF PORTLAND
BAY AREA ENVIRONMENTAL COMMITTEE
Coos Bay, Oregon
CHEMEKETANS, Salem, Oregon
CITIZENS FOR A CLEAN ENVIRONMENT
Corvallis, Oregon
CLACKAMAS COUNTY NEW POLITICS
CLATSOP ENVIRONMENTAL COUNCIL
COMMITTEE FOR VOLCANIC CASCADE STUDY
Portland, Oregon
COMMITTEE FOR MINAM ACTION, INC.
Portland, Oregon
ENVIRONMENTAL ACTIVIST COALITION
Lewis and Clark College
EUGENE FUTURE POWER COMMITTEE
EUGENE NATURAL HISTORY SOCIETY
4-H CLUB CARROT-TOPPERS, Scappoose, Oregon
FRIENDS OF THE EARTH
GARDEN CLUBS of Cedar Mill, Corvallis, Gervais, Illinois Valley, McKenzie River, Scappoose
GREENLEAF CLUB OF FIRST UNITARIAN CHURCH
Portland
INSURANCE WOMEN'S ASSOCIATION OF PORTLAND
JUNIOR LEAGUE, Eugene, Portland
McKENZIE FLYFISHERS, Eugene, Oregon
McKENZIE GUARDIANS, Blue River, Oregon
NORTHWEST STEELHEADERS COUNCIL OF TROUT UNLIMITED, Beaverton, North Portland, Portland, Tigard
OBSIDIANS, INC., Eugene, Oregon
OREGON CITIZENS FOR CLEAN AIR
OREGON COUNCIL FOR NEW POLITICS
OREGON COUNCIL OF ROCK AND MINERAL CLUBS
Roseburg, Oregon
OREGON GUIDES AND PACKERS, Vida, Oregon
OREGON NURSES ASSOCIATION
OREGON PARK & RECREATION SOCIETY
Corvallis, Oregon
OREGON SCIENCE TEACHERS ASSOCIATION
OREGON SOCIETY OF LANDSCAPE ARCHITECTS
Portland, Oregon
OREGON TUBERCULOSIS AND RESPIRATORY DISEASE ASSOCIATION
O.S.U. FIN AND ANTLER CLUB
Corvallis, Oregon
O.S.U. MOUNTAIN CLUB, Corvallis, Oregon
PLANNED PARENTHOOD ASSOCIATION, INC.
Lane County, Portland
PORTLAND AUDUBON SOCIETY
P.U.R.E., Bend, Oregon
REED COLLEGE OUTING CLUB
Portland, Oregon
ROGUE ECOLOGY COUNCIL
Ashland, Oregon
SALEM BEAUTIFICATION COUNCIL
SANTIAM ALPINE CLUB
Salem, Oregon
SIERRA CLUB
Pacific Northwest Chapter
Columbia Group, Portland, Oregon
SPENCER BUTTE IMPROVEMENT ASSOCIATION
Eugene, Oregon
TRAILS CLUB OF OREGON
TROUT UNLIMITED
UNIVERSITY OF OREGON OUTDOOR PROGRAM
Eugene, Oregon
WILLAMETTE RIVER GREENWAY ASSOCIATION
WILLAMETTE TUBERCULOSIS AND RESPIRATORY DISEASE ASSOCIATION, Salem, Oregon
WOMEN'S ARCHITECTURAL LEAGUE OF PORTLAND
ZERO POPULATION GROWTH
Lane County, Portland

Mr. R. L. Porter
State Highway Department
Highway Building
Salem, Oregon 97310

Re: Draft Impact Statement for the Snake River (Adrian) Bridge Section of the Succor Creek Highway (Parma Spur), Malheur County

Dear Mr. Porter:

The Oregon Environmental Council has reviewed the above Draft Impact Statement and finds a number of points that need discussion if the full environmental impact of the project is to be determined as required by the National Environmental Policy Act. The OEC wishes to raise the following issues:

1. The study contains no mention of the impact of structure on the aesthetics of the area. Will the new bridge be aesthetically pleasing and complimentary to the area?

2. The study indicates that 500 feet of frontage road will be constructed in conjunction with the bridge project. What will be the environmental-aesthetic impact of this road? Where is this road to be built? Will it directly affect the scenic and recreational quality of the Snake River?

3. How much will the bridge affect current flow of the River, both during and after construction? Will these changes in current flow have a significant effect on fish or fishing areas or on other forms of wildlife?

4. The study indicates that the project may increase turbidity in the Snake River during certain phases of the project and that "during construction of the new bridge piers, specifications concerning water quality will be enforced." (Page 5, Impact Statement.)

30 Years? Kleber

NOTED
G. A. POTTER

NOTED
M. H. TEBEAU

Tebeau

How much will turbidity increase during various phases of the project? How will these increases affect fish runs and other wildlife? Have experts in the field of fish and wildlife management been consulted on this problem of turbidity? Will any materials potentially toxic to fish or wildlife enter the River during the construction of the bridge? What water quality "specifications" will be enforced?

5. The study states that several native trees will be removed. How many and what kind of trees will be removed? Are they of particular aesthetic significance to the area?

6. What impact will the proposed bridge and frontage road have on the Deer Flat National Wildlife Refuge and on wildlife in other areas both during and after construction?

7. Is the proposed bridge really needed? How much traffic does the bridge carry and what is the seasonal fluctuation? In discussing alternatives to the proposed bridge, the study does not mention the possibility of improving the presently existing bridge. Also, there is no discussion of establishing new regulations, procedures, load limits, or safety features for the existing bridge as an alternative to constructing a new bridge.

The OEC concludes that the full environmental impact of the project has not been determined and, on the basis of the available data, must oppose implementation of the proposed project.

Sincerely,

Larry Williams

Larry Williams
Executive Director

LW:jai

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OREGON STATE HIGHWAY DIVISION

7760

HIGHWAY BUILDING • SALEM, OREGON • 97310

December 1, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon 97301

NOTED
A. E. JOHNSON

Dear Sir:

Adrian (Snake River) Bridge
Adrian (Snake River) Bridge Section
Malheur County Bridge 4412A

Enclosed are five prints of drawings 27569, 27178 and 27179 which are the preliminary plan and elevation, vicinity map, and geometric sheet for the Adrian (Snake River) Bridge. Also enclosed are two copies of the foundation recommendation, including the foundation data drawing 27546. The hydraulic data shown on the plan and elevation sheet is based on the structure spanning the existing channel.

The proposed bridge replaces an existing narrow (19'2" horizontal clearance) through truss with a prestressed concrete structure providing two 12'0" lanes and 8'0" shoulders for a roadway width of 40'0" for this class "C" highway. The new alignment is adjacent to, and just downstream from the existing alignment. The site farther downstream offers no particular advantages and requires additional length of structure. The grade was determined to provide the same vertical clearance as the existing structure.

Prestressed, precast Bulb-Tee beam construction is used to provide satisfactory span lengths at minimum cost. Steel pile-supported piers will be used throughout the structure, with pier types of a design to reduce cofferdam work to a minimum. Longitudinal forces will be carried at piers 2 and 6.

This approximate cost of the structure, based on estimated quantities and including an allowance for engineering and contingencies, is $677,000. An alternate span arrangement of 30'-130'-140' 140'-140'-130'-30' using Bulb-Tee beams was estimated to cost $717,000.

This is being sent to you as a preliminary submittal for your approval. As this project is on the schedule for a February, 1972, letting, your earliest possible reply will be appreciated.

Very truly yours,

R. L. Porter
State Highway Engineer
By Walter J. Hunt
For Ivan D. Merchant
Bridge Engineer

JEB:dh
Attachment
cc A. E. Johnson
L. H. Young
V. E. Skoog

RECEIVED
DEC 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
U.S. DEPARTMENT OF TRANSPORTATION - FEDERAL HIGHWAY ADMINISTRATION
NOV 26 1971

LETTER OF APPROVAL AND/OR AUTHORIZATION

FOR FILE

FEDERAL AID PROJECT NO.
BR-S-23-015(1)

STATE PROJECT NO.
SNAKE RIVER (ADRIAN) BRIDGE SECTION

COUNTY NAME
MALHEUR

PROGRAM NO.

ITEM NO.
S-1066

PROGRAM STAGE (Check)
[ ] 1. [X] 2.

FROM:
R. E. SIMPSON, DIVISION ENGINEER
SALEM, OREGON

TO:
7760

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

11-22-71
Klaboe
11-26-71
Yours

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	NOVEMBER 22, 1971	FAS ROUTE 23-015
		STATE ROUTE NUMBER: SUCCOR CREEK HIGHWAY ROUTE 450

GENERAL LOCATION:

GENERAL DESCRIPTION OF WORK:
AS REQUESTED IN MR. KLABOE'S OCTOBER 5, 1971 LETTER YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF PRELIMINARY ENGINEERING NECESSARY TO OBTAIN PS&E APPROVAL.

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

PRELIMINARY ENGINEERING TO DETERMINE
- [ ] LOCATION ONLY
- PRELIMINARY ENGINEERING FOR SURVEY AND PLAN
- [X] PREPARATION
- [ ] OTHER (Specify)

- [ ] ACQUISITION OF RIGHT-OF-WAY
- CONSTRUCTION - ADVERTISE FOR RECEIPT
- [ ] OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

RECEIVED
NOV 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
11-22-71	S. H. Green	FOR DIVISION ENGINEER

FORM PR-1240 (REV. 8-70)
EXISTING STOCKS OF FORM PR-1240 (REV. 6-68) WILL BE USED

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem, Oregon 97308

Snake R. Br.
no Hearing

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: November 22, 1971

In reply refer to: 08-35-FA

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

Klaboe

SUBJECT: Oregon Project BR-S-23-015(1)
Snake River (Adrian) Bridge Section
Location/Design Approval

In that the 90 and 30 day waiting periods required under Paragraphs 61(2)(a) and (b) of PPM 90-1 are both expired, location/design approval may now be and is hereby granted for the construction of the subject project in accordance with the requirements of PPM 20-8 as requested in Mr. Klaboe's October 5, 1971 letter.

cc: Region (08-00.36)

11-26-71
REFERRED TO
Young
ASST. STATE HWY. ENGR.

RECEIVED
NOV 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

October 5, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Admin.
P. O. Box 300
Salem, Oregon 97308

Location/Design Approval
Snake River (Adrian) Bridge Sec.
Projects S-23-015(-) & BR-S-23-015(1)
Succor Creek Hwy. (Parma Spur)
Malheur County

Dear Sir:

We hereby request your approval of the location/design as set forth hereinafter and in the enclosed study report for the proposed project on the Snake River (Adrian) Bridge Section of the Succor Creek Highway (Parma Spur) in Malheur County.

Location/Design:

a. The location is generally the corridor of the existing highway facility.

b. The proposed design consists of 2-12' lanes with 8' shoulders and one reinforced concrete, prestressed, deck girder bridge, length 680', S.C. 40'.

More complete location/design details are contained in the enclosed study report, which consists of the following documents:

1 copy Design Section Report, August 25, 1971
1 copy Traffic Section Report, July 13, 1971
1 copy Right of Way Section Report, July 29, 1971
1 copy Detail Map
1 copy Profile and Typical Sections

The Highway Division has considered the enclosed study report as well as the social, economic and environmental effects and has concluded that the location/design as set forth hereinabove is suitable for the proposed project.

The certification as required under Section 128 "Public Hearings" of Title 23, U.S.C., is being submitted as a separate letter. Opportunity for public hearing was offered on June 30, 1971 and July 7, 1971, but a hearing was not requested.

A copy of the "Final Environmental Statement" required by Section 102(2)(c) of "N.E.P" Act of 1969 is enclosed. The additional copies (18) were forwarded under our letter of September 20, 1971.

The description of the location/design for which we are requesting your approval is being published in appropriate news media as required by PPM 20-8. A copy of the request to the news media for publication is enclosed.

Copies of State Clearinghouse letters of approval dated July 7, 1970 and July 13, 1971, and District 14 Clearinghouse letters of approval dated July 27, 1970 and June 29, 1971 are enclosed.

We further request your authorization to proceed with the P.S.&E. preparation phase of the preliminary engineering as programmed under Project BR-S-23-015(1) concurrent with your approval of the above location/design.

Very truly yours,

R. L. Porter
State Highway Engineer

By

F. D. Klaboe
Assistant State Highway Engineer

ENC:dg
End.

cc R. L. Porter
Tom Edwards
Frank Hall
I. D. Merchant
L. H. Young
H. S. Cox
R. H. Chase
B. L. Gifford

August 25, 1971

Design Section Report

Snake River (Adrian) Bridge Section
Succor Creek Highway (Parma Spur)
Malheur County

A public hearing was offered on the Snake River (Adrian) Bridge Section of the Succor Creek Highway (Parma Spur). A public hearing was not held as no requests were received.

The need for replacing this structure is evident when a comparison is made between the existing facility and modern design standards. The existing bridge, which was constructed about 1915, has a horizontal clearance of 19-feet and a load limit of 30 tons per span. During 1970 the traffic averaged 740 vehicles daily. About 40 per cent of this traffic is trucks, particularly during harvest time. By 1990 the traffic is expected to average 1,100 vehicles daily.

The proposed project consists of building a new structure and approaches. The new structure will be just downstream from the existing bridge.

The proposed facility will be a two lane highway having 12-foot travel lanes and 8-foot shoulders. Total length of project is 2,100 feet.

The additional right of way required will displace one family.

Any seeding, mulching or landscaping necessary to maintain the esthetics and protect the environment of the area will be provided. Also any signing, lighting or traffic protection devices necessary to protect the public will be included as a part of the project.

FORM B-30 (REV. 10-69)

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

La Grande, Oregon 97850
July 23, 1971

To: H. W. Snell
District Supervisor

L A G R A N D E

SUBJECT: LIAISON REPORT

Adrain (Snake River) Bridge Sec.
Adrain-Parma Highway
Malheur County

The following is a narrative report (Liaison No. 1) on the above mentioned section. Because of the temporary duty in Portland there was not sufficient time to go into some of the details, but report will give all the pertinent information.

Ecology of the area will not be changed because of the construction.

There are no natural waterways involved except for the Snake River.

No signs are involved in this section.

There will be about 84 rods of Type II fencing to be re-established at a cost of $5.00 per rod.

No land services are needed in this section.

No utility report has been made to my knowledge.

No access points were located at this time.

LIAISON NO. 1

This property of about 2.5 acres is owned by Lawrence E. Hester whose address is 75 West, 250 North Lot 57, Clearfield, Utah, 84015. Bob Callahan has had a verbal lease on the property since September 1968. The only improvement on the property is a cinder block building 60' x 30' used as a garage. The building is in very poor condition. An artesian well near the N. E. corner of the building will not be in the taking. The balance of the property will not be damaged by the taking. A relocation move will probably be needed for the equipment in the garage and the many old and wrecked cars on the property.

BP*92475.734

LIAISON NO. 1 -- Continued

Value of taking:

Land			
Garage area	0.5 Acre @	$1,500.00	$750.00
Pasture	0.5 Acre @	500.00	250.00
Improvements			
Garage	1800 S.F. @	3:50	6,300.00
		TOTAL	$7,300.00
Relocation			
Business Move			$500.00

LIAISON NO. 2

This is a small property owned by Don Hamilton. The residence is a small cinder block two bedroom home. The new R/W line just hits a corner of the house, but a construction easement will include the house. I have assumed that the house will be taken. In talking with Mrs. Hamilton I found that they have been trying to sell the place and move to Nyssa or Ontario. They will need to be relocated into a three bedroom home.

Value of taking:

Homesite and yard improvements		$1,500.00
Residence	780 S.F. @ $6.00	4,680.00
	TOTAL	$6,180.00
Relocation		$5,000.00
Moving		300.00
Incidentals		100.00

LIAISON NO. 3

This is a property of many acres and a frontage on the Adrain-Parma highway of about 330 feet. It is owned by Emery Cameron. They have been very curious about the bridge change but I was unable to contact them at this time. The taking is a 60' strip from the front of the property that will include an old residence that is now used for storage. The taking will come within 20' of their mobile home that is set on a cinder block foundation, and there will be a change of grade for the approach to the bridge in front of the mobile home. Land included in the taking will be a nice yard area and pasture.

LIAISON NO. 3 -- Continued

Value of taking:

Pasture Land	0.2 Ac.	@	$500.00	$100.00
Yard Area	0.3 Ac.	@	$1,500.00	450.00
Easement	0.15 Ac.	@	$500.00	75.00
Old residence			Lump Sum	600.00
Encroachment Damage			Lump Sum	500.00
			TOTAL	$1,725.00

LIAISON NO. 4

The owners of this property were in California at the time of my visit to the area. Mrs. Hamilton told me that Mr. Flores owned the property but he had died and she thought that his heirs and a son-in-law, Mr. Orosco, were in possession of the land. The taking is of poor pasture land and in no way would affect the balance of the property. The construction easement for frontage road will take a very well kept garden area. No damages should accrue to the balance of the property.

Value of taking:

Pasture Land	0.15 Ac.	@	$ 300.00	$ 45.00
Easement	0.07 Ac.	@	1,000.00	70.00
			TOTAL	$125.00

LIAISON NO. 5

No contact was made with the owner of this property. The taking of about 0.4 acre is of irrigated pasture and will not change the balance of the property.

Value of taking:

Pasture land	0.4 Ac.	@	$300.00	$120.00
			TOTAL	$120.00

SUMMARY:

	Land	$3,215.00	
	Easements	145.00	
	Improvements	11,580.00	
	Fencing	420.00	
RELOCATION:			
	Owner-occupant addi	5,000.00	
	Residential Move	300.00	
	Business Move	500.00	
	Incidentals	100.00	$21,260.00
	TOTAL		$21,260.00

VERNE A. ALLEN
Liaison Agent

VAA/cre
cc: D. H. Moehring(1)
H. S. Coulter (2)
R/W Files (2)

EXECUTIVE DEPARTMENT

5 CAPITOL • • • • • • • • • SALEM, OREGON 97310

TOM McCALL
GOVERNOR

Cleighton Penwell
Director

July 13, 1971

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Snake River (Adrian) Br. Succor Creek
PNRS #71.0299

MALHEUR Co.

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

The Fish Commission is quoted as follows:

"Although this area is well beyond the present limits of anadromous fish use of the Snake River we urge that every precaution be taken during project design and construction phases to not allow substances toxic to aquatic life to enter the river. This includes soil material as well as such things as fresh concrete.

"If undertaken with precaution, the project should have little if any impact on aquatic resourses."

cc: July 19, 1971
R.E. Simpson, FHWA
F.L. Hall
I.D. Merchant
D.H. Moehring
W.H. Tebeau
H.S. Cox
B.L. Gifford
C.K. Ansell
H.S. Coulter

NOTED
R. N CHASE

NOTED
R. D. ASBURRY

Young
7-16-71

NOTED
TOM EDWARDS

RECEIVED
JUL 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BEN GIFFORD

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

RECEIVED
JUL 16 1971
PROGRAM & PLANNING
DIVISION

NOTICE REQUESTING HIGHWAY LOCATION-DESIGN APPROVAL

In conformance with Policy and Procedure Memorandum 20-8, promulgated by the Federal Highway Administration, the Oregon State Highway Division, having received negative response to an offer for a public corridor-design hearing, and after study of engineering, environmental, and socio-economic aspects, proposes to approve the combined route location and highway design for right-of-way acquisition and future construction on the Snake River (Adrian) Bridge Section of the Parma Spur Highway near the community of Adrian, Malheur County, Oregon.

The proposal consists of revision of the existing alignment to provide a new structure 40 feet in width over the Snake River with adjacent road sections of 12-foot travel lanes and 8-foot shoulders. The project is approximately 0.13 mile in length.

Maps and related data pertinent to the proposal are on file and available for review and copying, if interested persons desire, in the Highway Commission files, State Highway Building, Salem.

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION

* * *

DNH:mm
10/1/71

DAILY ARGUS-OBSERVER, Ontario
GATE CITY JOURNAL, Nyssa
MALHEUR ENTERPRISE, Vale

RECEIVED
NOV 10 1971
FOR FILING

7760

November 10, 1971

Oregon State Highway Commission

Gentlemen:

Program XII tentatively adopted July 8, 1969, carried an item of $800,000 in the secondary program for replacement of the Adrian Bridge over the Snake River. This is the bridge which leads to that portion of the State of Oregon severed by the Snake River in that area.

The last Federal Highway legislation provided additional funding for a special bridge replacement program on a "grab bag" basis. The State of Oregon applied for five bridges and was granted funding in the amount of $560,000 to be applied to this bridge. It currently is antiquated to the point that it has a maximum 30,000-pound load limit on any one span at one time.

A new structure has been designed which is expected to cost $1,075,000, with an additional $25,000 needed for right-of-way. I recommend that the $800,000 be deleted from the previously approved Program XII and the following substituted:

	Federal	State
Special Bridge Replacement Money (75-25)	$560,000	$189,000
Regular Secondary Federal-Aid Money (63-37)	221,000	130,000
	$781,000	$319,000

TOTAL - $1,100,000

The survey has been completed, a public hearing was offered and waived, and the project has been cleared by both State and District Clearinghouses.

I recommend your approval of the survey, granting of authority to proceed on the financing as listed above and approval for the authority to acquire the necessary right-of-way.

This matter will be on the agenda for your meeting on November 24.

Very truly yours,

R. L. Porter
State Highway Engineer

cc: Floyd Query
Tom Edwards
F. B. Klaboe
A. E. Johnson
Gary L. Sund
Ivan Marchant
L. H. Young
V. E. Skoog
David H. Moehring

TE:ja kw

T. 2

To Adrian

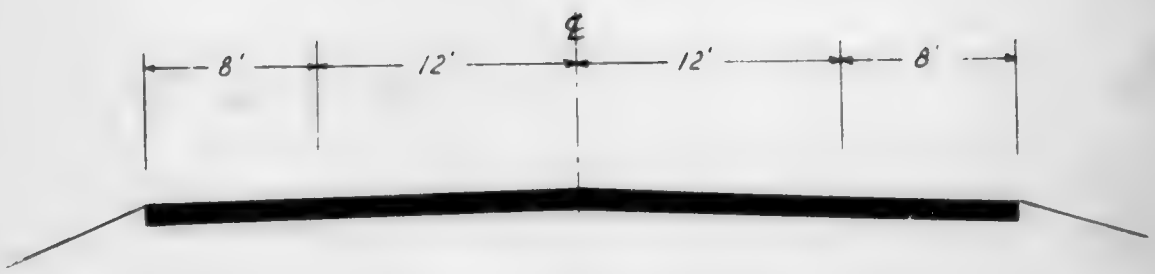
SUCCOR CR.

HWY.

To Homedale

BEGINNING OF SURVEY
STA. 10+00

Relocated



TYPICAL SECTION

PUBLIC HEARING

SYSTEM ACTION

COUNTY

STATE HIGHWAY

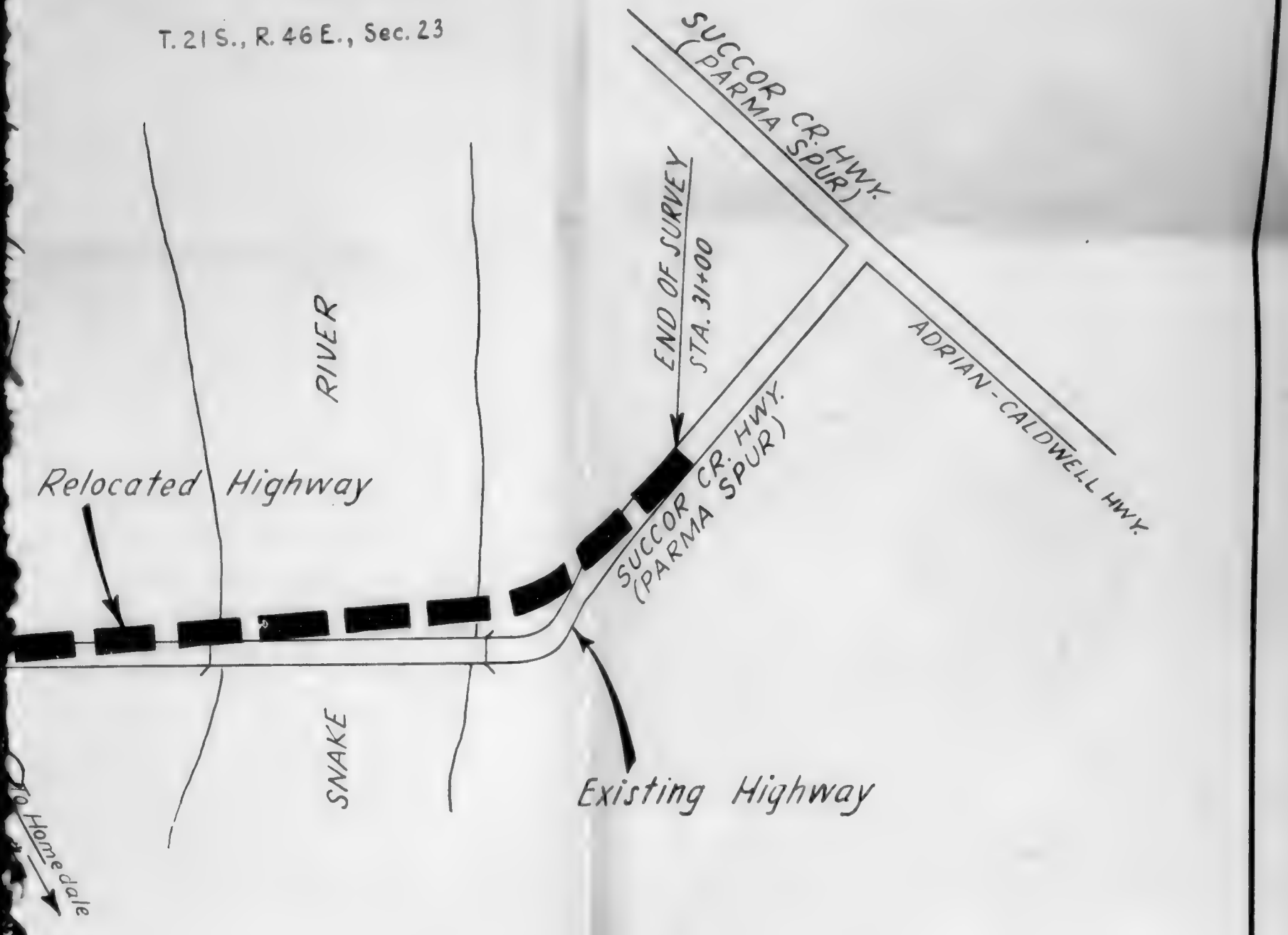
BUREAU OF PUBI

THROUGHWAY RESOLUTIO

ACCESS CONTROL

APPROVED:

DRG NO. 1R-4-500



PUBLIC HEARING	Waived
SYSTEM ACTION	
COUNTY	None Required
STATE HIGHWAY COMMISSION	" "
BUREAU OF PUBLIC ROADS	" "
THROUGHWAY RESOLUTION ADOPTED	" "
ACCESS CONTROL	No Control

APPROVED: Oct. 5, 19 71

DEPUTY STATE HIGHWAY ENGINEER

OREGON STATE HIGHWAY DIVISION

SURVEY DESIGN APPROVAL MAP

SNAKE RIVER (ADRIAN) BR. SEC.

SUCCOR CR. HWY. (PARMA SPUR)

MALHEUR COUNTY

DRG. NO. 1R-4-500

SCALE: 1" = 400' ±

DATE: Aug., 1971

FOR DETAILS SEE DRG. NO.

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

NOV 4 -

Memorandum

FOR FILING

TO : Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

7760

FROM : R. E. Simpson, Division Engineer
Salem, Oregon

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: October 29, 1971

In reply refer to: 08-35-EC

SUBJECT: Oregon Project BR-S-23-015(1)
Oregon Project S-23-015(-)
Snake River (Adrian) Bridge Section
Succor Creek Highway
Malheur County

We were informed by our Washington office that the subject Final Environmental Statement adequately covers the anticipated environmental impacts.

Following the 30-day waiting period required by Paragraph 61(2)(b) we will be in a position to grant location/design approval as requested in Mr. Klaboe's October 5 letter. The 30-day period will terminate on November 22.

Orig. signed to
Young
ENGR
11-3-71

FBK

RECEIVED
NOV 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

RECEIVED
OCT 29 1971
FOR FILING

7760

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
October 26, 1971

To: Mr. Tom Edwards
Deputy Highway Engineer

SUBJECT: Snake River (Adrian) Bridge Section
Succor Creek Highway
Malheur County

The final environmental impact statement on the subject section indicated that studies would be conducted to determine if a boat ramp and small parking area could be constructed near the old bridge approaches when the new bridge is installed.

We have received information from the Region office recommending that a boat ramp not be built at the Adrian Bridge. The reasons for this recommendation are that use of the existing ramp is minimal due to improved facilities and better boating water in nearby areas, a lack of adequate space for left turn refuge, lack of adequate parking area, and adverse current in the Snake River at this location.

We concur in the Region's recommendation.

Victor D. Wolfe
Location Engineer

DES:af

cc F. B. Klaboe (w/file)

Orig. to Klaboe
Wolfe 10-29-71

RECEIVED
OCT 28 1971
OFFICE OF
STATE HIGHWAY ENGINEER

SP 52478-734

RECEIVED
OCT 29 1971

10-19-171

FOR FILING

FORM PR-1240
(Rev. 6-68)

7760

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

LETTER OF APPROVAL AND/OR AUTHORIZATION

FEDERAL AID PROJECT NO.
BR-S-23-015(1)

STATE PROJECT NO.
SNAKE RIVER (ADRIAN) BRIDGE SECTION

FROM:
~~R. E. SIMPSON~~, DIVISION ENGINEER
SALEM, OREGON

PROGRAM NO.

COUNTY NAME
MALHEUR

ITEM NO.
S-1066

PROGRAM STAGE (Check)
[ ] 1 [X] 2

TO:

MR. R. L. PORTER
STATE HIGHWAY ENGINEER
SALEM, OREGON

NOTE F. E. UNGER

Klaboe
cpy
Lewis
10-28

Young
w/ltr.
10-29-71

DATE PS&E APPROVED	DATE AUTHORIZATION EFFECTIVE	FEDERAL ROUTE NUMBER
	OCTOBER 19, 1971	23-015
		STATE ROUTE NUMBER 452

LIMITS OF AUTHORITY

YOU ARE AUTHORIZED TO PROCEED WITH PRELIMINARY ENGINEERING NECESSARY TO OBTAIN LOCATION/DESIGN APPROVAL.

NOTED
TOM EDWARDS

YOU ARE AUTHORIZED TO PROCEED WITH THE WORK CHECKED BELOW

- [XX] PRELIMINARY ENGINEERING TO DETERMINE LOCATION ONLY
- [ ] PRELIMINARY ENGINEERING FOR SURVEY AND PLAN PREPARATION
- [ ] OTHER (Specify)
- [ ] ACQUISITION OF RIGHT-OF-WAY
- [ ] CONSTRUCTION - ADVERTISE FOR RECEIPT OF BIDS
- [ ] CONSTRUCTION - PROCEED ON AN AGREED PRICE AND/OR FORCE ACCOUNT BASIS

REMARKS

PROGRAM ITEM 1066 FOR THE SUBJECT PROJECT SUBMITTED WITH MR. YOUNG'S AUGUST 18, 1971 LETTER WAS APPROVED ON OCTOBER 15, 1971. ONE COPY OF THE APPROVED PR-1 IS ATTACHED.

MR. KLABOE'S OCTOBER 5 LETTER REQUESTED OUR APPROVAL OF THE LOCATION/DESIGN. ACTION ON THIS REQUEST HAS BEEN DEFERRED PENDING APPROVAL OF THE FINAL ENVIRONMENTAL IMPACT STATEMENT. AUTHORIZATION TO PROCEED WITH THE PS&E WILL BE GIVEN AFTER THE LOCATION/DESIGN IS APPROVED.

AS YOU ARE AWARE SPECIAL BRIDGE REPLACEMENT PROJECTS ON SECONDARY ROUTES ARE NOT TO BE HANDLED UNDER THE SECONDARY ROAD PLAN. IT WILL BE NECESSARY THEREFORE FOR THIS PROJECT TO BE HANDLED IN THE SAME MANNER AS A PRIMARY PROJECT INCLUDING OUR APPROVAL OF THE PS&E. IF IT IS NOT POSSIBLE TO HAVE THE PS&E FOR THIS PROJECT COMPLETED AND APPROVED BY THIS OFFICE BY FEBRUARY 29, 1971, WE WOULD APPRECIATE AN ESTIMATE OF THE DATE SUCH ACTION COULD BE TAKEN.

DATE	SIGNATURE OF APPROVING OFFICIAL	TITLE
10-26-71		FOR: DIVISION ENGINEER

MONTHLY TRANSACTION NO. 10-2-08

DATE SUBMITTED TO W.O. 8-18-71

FORM PR-1 (REV. 4-61)

FEDERAL-AID PROG (PPM 21-1)

CARD 2	REPORT NUMBER (18)-(20) 1	PROJECT LOCATION (45 typewriter spaces) 21-65 St. Rd. 0.21 mi. E. of Adrian E. 0.13 mi.		ADT	PRESENT 740 (66)	FUTURE 1040 (70)	YEAR 91 (71)-(72)	RE					
CARD 3	CHARACTER OF PROPOSED WORK (35 typewriter spaces) 28-62 P.E. one Bridge		NATL. FOREST (63)-(65)	FH ROUTE NO. (66)-(68)	SUPV AGCY (69)	DA CLASSIF. (70)	DA AREA (71)	EMERG. YR. (72) A-J	PL. AUTH YR (73)-(74)	(75)	P		
CARD 4	CLASS OF FEDERAL FUNDS Special Bridge replacement FY1972							COUNTY NAME				Ma	
	NAME OF URBAN AREA 17-31							ROUTE NO. S	FEDERAL-AID 23-015				

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	WORK STEP	TERMINI (Full description)	MILES (54)-(58)	ESTIMATED PROJECT COST B: TOTAL ESTIMATED COST (59)-(66)	FEDERAL FUNDS (67)-(76)
1	(14-15)	(16)	41	42	43-46	53				
5	10			1	PE Stage 2	3	St. Rd. 0.21 mi. E. of Adrian E. 0.13 mi.	0.13	19,000	14,250
5					ROW		"Snake River (Adrian) Bridge"			
5	30			3	CONST (CODE) Stage 2 X081	3		0.13	781,000	585,750
								0.13	800,000	600,000
									(16) (23)-(24)	(33)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

OCT 15 1971

M. F. Maloney
Director, Office of Engineering

By J. CROWLEY

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
1.	ADT	740	1040	91	08	Oregon	35	115	1066
(65)		(66)	(70)	(71) (72)			(2) (3)	(4) (9)	(14) (16)

SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER PREFIX LETTER(S)	NUMBER	SEQ. NO.	I. Projects Only POST MI. DESIG.
(69)	(70)	(71) (72)	(73) (74)	(75)	BR-S- 14	23-015 23 27	(1)	13 (24) (26)

72 COUNTY NAME Malheur CODE 045 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S FEDERAL-AID 23-015 (32) STATE 452 (36) (37) U.S. (41)

MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (58) (59)	(66) (67)	(76)			
0.13	19,000	14,250	4,750		PE all phases, one reinforced concrete, prestressed, deck girder bridge, length approx. 680', H.C. 40'. Demolition of old existing Str.
0.13	781,000	585,750	195,250		ROW - 60' min; Access control - full; Parking Restrictions - none
0.13	800,000	600,000	200,000		
(16)		(23) (24)	(33)		REMARKS

BROWLEY

neering

USCOMM DUSCOMM-DC 48905-P61

SNAKE RIVER (ADRIAN) BRIDGE

Project BR-S-23-015(1)

Existing Facility:

Roadway: 20' bituminous surface with 1' shoulders.

Structure: 4 - 169' steel ~~thin~~ thru trusses (total length 676', H.C. 19'-0", V.C. 12'-10", design load H-09.) over Snake River.

Adjacent Facilities: Roadway same as above.

Project Data: The work consists of all phases of preliminary engineering including P.S. & E. preparation. Construction of reinforced concrete, prestressed, deck girder bridge over the Snake River, approximately 680' in length with H.C. 40', to replace the existing unsafe obsolete structure and demolition of existing bridge. The old bridge will be kept in service until new one is completed.

The estimated costs of the activities to be undertaken in FY 1972 are as follows:

1.	Preliminary Engineering all phases	$19,000
2.	Demolition of Existing Bridge	20,000
3.	Construction of New Bridge	761,000
	Total estimated cost	$800,000

RECEIVED AUG 30 1971 PROGRAM ANALYSIS Department of Public Works

Public Hearing was offered on June 30, 1971 and July 7, 1971; and hearing not required.

Location/design approval has not yet been obtained; however, required actions are being completed as rapidly as possible.

Certification required by Section 128 "Public Hearings" of Title 23 U.S.C. has not been made.

System Action, Airp

Areas: None involve

The project approve

The project approve

SNAKE RIVER (ADRIAN) BRIDGE

Project BR-S-23-015(1)

oulders.

l length 676', H.C. 19'-0",
er.

preliminary engineering
reinforced concrete,
ver, approximately
g unsafe obsolete
d bridge will be kept

ken in FY 1972 are as

$19,000
20,000
761,000
$800,000

ly 7, 1971; and hearing

; however, required

ings" of Title 23 U.S.C.

System Action, Airports, Railroad, Water Development, Historical and Recreational Areas: None involved.

The project approved by State Clearinghouse on July 7, 1970 and July 13, 1971.

The project approved by District 14 Clearinghouse on July 27, 1970 and June 29, 1971.

RECEIVED
AUG 30 1971
BUREAU OF PUBLIC ROADS
PROGRAM ANALYSIS

RECEIVED
OCT 18 1971
REGION 2

TRANSACTION NUMBER 10-270

FORM PR-48
(REV. 7-67)

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
BUREAU OF PUBLIC ROADS

TRANSMITTAL AND REQUEST FOR INITIAL PROGRAM APPROVAL OF PROJECTS

(PPM 21-1)

STATE HIGHWAY DEPARTMENT: OREGON

DATE: 10-19-71

BY (Signature): MR. YOUNG'S OCTOBER 14, 1971 LETTER

TITLE: PROGRAM & PLANNING ENGINEER

CLASS OF FEDERAL FUNDS: ☐ FAI ☐ FAP ☐ FAU ☒ FAS ☐ OTHERS

STAGE 1 * ITEM NOS. _____ THRU _____

STAGE 2 ITEM NOS. 1070 THRU _____

ITEM NO.	PROJECT NOS.	LENGTH (Miles)	TOTAL ESTIMATED COST	FEDERAL FUNDS	OTHER IDENTIFICATION AND/OR REMARKS (State) LOCATION	WORK
1070	S 23-015(2)	0.44	26,000	16,500	SNAKE RIVER (ADRIAN) BRIDGE SECTION.	RIGHT OF WAY

Klabe copy Edwds 10-28

RECEIVED OCT 23 1971 OFFICE OF STATE HIGHWAY ENGINEER

Young 10-29-71

REMARKS (Division)

YOU ARE AUTHORIZED TO PROCEED WITH ALL PHASES OF RIGHT OF WAY ACQUISITION PROVIDED FOR BY THE ABOVE PROJECT IN ACCORDANCE WITH THE PROVISIONS OF YOUR APPROVED SECONDARY ROAD PLAN. YOU ARE CAUTIONED, HOWEVER, THAT ACTUAL ACQUISITION SHOULD NOT BEGIN UNTIL LOCATION/DESIGN APPROVAL HAS BEEN GIVEN FOR THE BRIDGE REPLACEMENT PROJECT BR-S-23-015(1).

RECEIVED OCT 29 FOR FILING

NOTED TOM EDWARDS

RECOMMENDED		APPROVED	
DATE	SIGNATURE AND TITLE	DATE	SIGNATURE AND TITLE
		10-19-71	FOR: R. E. SIMPSON, DIVISION ENGINEER

* Program approval and any authorization to proceed with a Stage 1 project shall not constitute any commitment of Federal funds nor shall it be construed as creating in any manner, any obligation on the part of the Federal Government to provide Federal funds for the undertaking.

GPO 927-954

RECEIVED
OCT 21 1971
FOR FILING

October 19, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, OR 97308

Dear Mr. Simpson:

Re: Application for Section 204
Chapter I, Title 23, USC Funds.
Special Bridge Replacement Program
(IM 21-6-71)

On June 25, 1971, we submitted Bridge Inventory and Appraisal forms on the five structures listed below:

Priority 1 - Snake River (Adrian) Bridge
Priority 2 - South Santiam (Sanderson) Bridge
Priority 3 - Coquille River Bridge
Priority 4 - Willamette River (Harrisburg) Bridge
Priority 5 - Rogue River (Robertson) Bridge

These inventory and appraisal forms were a product of the information which was available prior to our new inspection and inventory program. The forms contained procedural errors and improper appraisals and it is requested that you destroy them.

Transmitted herewith are copies of Bridge Inventory and Appraisal forms which are based on our 1971 inspections. These forms should be used in evaluation of priorities for special bridge replacements.

Very truly yours,

R. L. Porter
State Highway Engineer

By

E. S. Hunter
Assistant State Highway Engineer

bc R. L. Porter
Tom Edwards
F. B. Klaboe
A. E. Johnson
I. D. Merchant
L. H. Young
R. N. Bothman
Enc.

JJG:rr ja

RECEIVED
NOV

Form FHWA-121 (12-67)

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

Cover
Reading
adrian

TO: Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

DATE: September 28, 1971

In reply refer to: 08-35.6/
407.4

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

Hwy Dept

SUBJECT: Special Bridge Replacement Program

194

In your application letter of June 25, 1971, with supporting inventory sheets, you gave a priority order of desired bridge replacements. We are now reviewing, in detail, the inventory sheets and comparing them with your bridge log and posted loadings. Summary of this information is shown below:

No.	Structure	Hwy Route	Posted Load (Tons)	Bridge Log Load AASHO	New Bridge Inventory Sheets Item 64 (tons) Operating Rating	Item 66 (tons) Rated Loading
1	Adrian	452	30	H9	9	7
2	Sanderson	211	36	H10	5	4
3	Coquille	244	--	H15	7	5
4	Harrisburg	58	--	H20	5	4
5	Robertson	260	30	H10	3	2

While we recognized there would be a variation from your previous acceptable loadings, we do not believe the variation should be this extensive. The results shown on the inventory sheets seem to be inconsistant with your application order, the posted and bridge log loadings.

We are concerned that you misunderstood or made some typographical error in Items 64 and 66 on the inventory sheets. The rating should be done according to the AASHO "Manual for Maintenance Inspection of Bridge 1970." Information for the inventory should be current and accurate. Would you review your data and furnish us with a copy of your rating calculations for these five structures.

MAINTENANCE ENGINEER
RECEIVED
OCT 1 1971
ME AME AME OE AG
BME BS AA FILE TA

RECEIVED
SEP 29 1971
OFFICE OF
STATE HIGHWAY ENGINEER

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910-222

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • SALEM, OREGON • 97310

June 25, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Application for Section 144, Chapter I, Title 23, U.S.C. Funds. Special Bridge Replacement Program (IM 21-6-71)

Dear Sir:

We are submitting the following data and documents as a supplement to our original request of February 16, 1971, for Special Bridge Replacement Funds to comply with IM 21-6-71, which Instructional Memorandum was transmitted to us under your memorandum of April 22, 1971.

a. A copy of Bridge Inventory and Appraisal form for each of the five structures as listed.

Priority 1 - Snake River (Adrian) Bridge
Priority 2 - South Santiam (Sanderson) Bridge
Priority 3 - Coquille River Bridge
Priority 4 - Willamette River (Harrisburg) Br.
Priority 5 - Rogue River (Robertson) Bridge

b. A copy of the breakdown of estimated project costs, by structure, for preliminary engineering, removal of existing structure, construction of substructure, and construction of superstructure. The estimated time schedule for utilization of the requested replacement funds is also shown on the tabulation.

RECEIVED
R. N. CHASE

BREAKDOWN OF ESTIMATED PROJECT COSTS

Priority	Bridge	Estimated Cost Total	Estimated Cost Federal Funds	Schedule of Utilization
1	Snake River Bridge at Adrian			
	Preliminary Engineering	$ 19,000	$ 14,250	1st Qtr. F.Y. 1972
	Removal, exist. structure	20,000	15,000	1st Qtr. F.Y. 1972
	Substructure	304,000	228,000	1st Qtr. F.Y. 1972
	Superstructure	457,000	342,750	1st Qtr. F.Y. 1972
		$ 800,000	$ 600,000	
2	South Santiam (Sanderson)			
	Preliminary Engineering	$ 24,000	$ 18,000	1st Qtr. F.Y. 1972
	Removal, exist. structure	20,000	15,000	1st Qtr. F.Y. 1972
	Substructure	383,000	287,250	1st Qtr. F.Y. 1972
	Superstructure	573,000	429,750	1st Qtr. F.Y. 1972
		$1,000,000	$ 750,000	
3	Coquille River Bridge			
	Preliminary Engineering	$ 28,000	$ 21,000	1st Qtr. F.Y. 1972
	Removal, exist. structure	20,000	15,000	3rd Qtr. F.Y. 1972
	Substructure	461,000	345,750	3rd Qtr. F.Y. 1972
	Superstructure	691,000	518,250	3rd Qtr. F.Y. 1972
		$1,200,000	$ 900,000	
4	Willamette River (Harrisburg)			
	Preliminary Engineering	$ 111,000	$ 83,250	1st Qtr. F.Y. 1972
	Removal, exist. structure	50,000	37,500	2nd Qtr. F.Y. 1972
	Substructure	1,815,000	1,361,250	2nd Qtr. F.Y. 1972
	Superstructure	2,724,000	2,043,000	2nd Qtr. F.Y. 1972
		$4,700,000	$3,525,000	
5	Rogue River (Robertson)			
	Preliminary Engineering	$ 16,000	$ 12,000	1st Qtr. F.Y. 1972
	Removal, exist. structure	20,000	15,000	3rd Qtr. F.Y. 1972
	Substructure	246,000	184,500	3rd Qtr. F.Y. 1972
	Superstructure	368,000	276,000	3rd Qtr. F.Y. 1972
		$ 650,000	$ 487,500	

RNC:ia
6-25-71

BRIDGE INVENTORY

ALL CARD I.D.

8. Bridge No 0 4 4 1 2 0

Card No. 1

IDENTIFICATION

1. State 8 4 8
2. Highway District 1 4
3. County 0 4 5
4. City/Town 0 0 0 0
5. Inventory Route 1

First Digit:	1 Principal Route	2 Other			3
Second Digit:	1 Interstate	3 State Hwy.	5 City St.		1
	2 US Route	4 County or Sec.	8 Other		
Third Digit:	0 N.A.	4 Spur	8 Service Road		
	1 Main Line	5 Toll Roads	9 Truck Route		
	2 Alternate	6 Business			
	3 By-Pass	7 Ramp or Wye			
Next 5 Digits:	Route No.				
Last Digit:	0 N.A.	2 East	4 West		0
	1 North	3 South			

6. Feature Intersected Snake River Crossing
7. Facility Carried by Structure Hwy - 452
9. Location (Narrative Description) Adrian on Oregon-Idaho border
10. Highway Number 4 5 2 / 0 0 0 0 2 1
11. Milepost - F.A.S. or State Log
12. Road Section No. (D.O.D. Bridge Log)
13. Defense Bridge Letter (D.O.D. Bridge Log)
14. Defense Milepoint
15. Defense Section Length
16. Latitude (Damage Assessment - Pre-attack Input)
17. Longitude (Damage Assessment - Pre-attack Input) 4
18. Physical Vulnerability

1 Timber Trestle	5 Suspension	8 Box Culvert	2 8
2 Concrete Girder	6 R.C. Arch	9 Tunnels	
3 Steel Girder	7 Dam Bridge	0 No Structure	
4 Cant. & Truss			

19. By-Pass Detour Length 3
20. Toll — 1 Toll Bridge; 2 On Toll Road; 3 On Free Road — 1
21. Custodian

1 State Hwy.	4 City, Local	7 Other Private
2 Other State Agency	5 Federal	8 Combination
3 County	6 Railroad	9 Unknown

1

22. Owner (Code as in Item 21 & List)
23. Federal Aid Project Number

CLASSIFICATION

0 5

24. Federal Aid System

01 Int., rural, open to traffic	05 FA Sec. rural, State juris.	09 Other State Hwys., rural (non-FA)
02 Int., urban, open to traffic	06 FA Sec. urban, State juris.	10 Other State Hwys., urban (non-FA)
03 Other FA primary, rural	07 FA Sec. rural, local juris.	11 Local rural roads
04 Other FA primary, urban	08 FA Sec. urban, local juris.	12 Local city streets

1

25. Administrative Jurisdiction

1 State	3 Toll	5 New
2 Federal	4 Other, Incl. County & Local	

0 2

26. Functional Classification

Population	URBAN CODE 5-10	10-25	25-50	50+	FUNCTIONAL SYSTEM	RURAL CODE
	11	21	31	41	Interstate	01
	12	22	32	42	Other Fwy. & Expressway	-
	13	23	33	43	Other Principal Arterial	02
	14	24	34	44	Minor Arterial	03
	15	25	35	45	Collector	-
	-	-	-	-	Major	04
	-	-	-	-	Minor	05

BRIDGE INVENTORY

ALL CARD I.D.

8. Bridge No [0 4 4 1 2 0]

Card No. [2]

STRUCTURAL DATA

27. Year Built: (Code First 2 Digits Year Built - Last 2 Digits Year Major Reconstruction) [1 5 | 0 2 0 0]
28. Lanes on Structure: (First 2 Digits Lanes on Str., Last 2 Digits Lanes Crossed) (Right Justified) [0 0 0 7 5 0]
29. Average Daily Traffic: (Code Blanks on Left w/0's) [1]
30. Year of ADT: 1970
31. Design Load: [0 2 2]
    1 H-10 | 2 H-15 | 3 HS-15 | 4 H-20 | 5 HS-20 | 6 HS-20+Mod | 7 Pedestrian | 8 Railroad E- | 9 Other
32. Approach Roadway Width, Sum of 2 Shldrs+Rdwy. [0 0 0 0]

Example:	Lt. Shldr.	Roadway	Rt. Shldr.	Code
	4.0'	16'	6.0'	026
	6.0'	36'	12.0'	054

33. Bridge Median: First 3 Digits Median Width in Ft. [0 0]
    4th Digit Code: 0 None | 1 Open Median | 2 Closed
34. Skew: Per AASHO Manual - Record to Nearest Degree (Code 99 for Major Variation) [0]
35. Structure Flared 1 Yes | 0 No
36.
37. [1]
38. Navigation Control 1 Yes | 0 No [0 1 4]
39. Navigation Vertical Clearance (Code Nearest Foot) [0 1 6 5]
40. Navigation Horizontal Clearance (Code Nearest Foot)
41. [1 5]
42. Type Service:
    1st Digit Service ON Bridge: 1 Highway | 2 Railroad | 3 Pedestrain | 5 Second Level | 6 Third Level | 9 Other - Sign Br.
    2nd Digit UNDER Bridge: 1 Highway | 2 Railroad | 3 Pedestrian | 4 Hwy.-RR | 5 Waterway | 6 Hwy.-Water | 7 RR-Water | 8 Hwy.-RR-Water | 9 Other [3 1 0]
43. Identify Type of Structure: (Use 3 Digit Code)

First Digit	Second and Third Digits		
1 Concrete	01 Slab	11 Arch-Deck	
2 Concrete Con't.	02 Stringer-Mult. Bm.	12 Arch-Thru	
3 Steel	03 Girder & Floorbm.	13 Suspension	
4 Steel Con't.	04 Tee Beam	14 Stayed Gdr.	
5 Prestress (P/C)	05 Box Girder-Mult. Cell	15 Movable-Lift	
6 P/C Continuous	06 Box Gdr-Sgl., Sprd	16 Movable-Bascule	
7 Timber	07 Frame	17 Movable-Swing	
8 Masonry	08 Orthotropic	18 Tunnel	
9 W.I.-C.I.-Alum.	09 Truss - Deck	19 Culvert	
0 Other	10 Truss - Thru	00 Other	

List any structure not described by listings above, under code 0 "Other" and describe in remarks.

44. Same as Above for Approach Spans (Use Only on Major Bridges, or w/Material Change) [7 0 2 | 0 4]
45. Number of Spans in Main Unit [0 0 0 0]
46. Number of Approach Spans
47.
48. Length of Maximum Span: (Code 4 Digit Number to Nearest Foot)(Left Justify) [0 1 6 9]
49. Structure Length: (Code 6 Digit Number to Nearest Foot)(Left Justify) [0 0 0 6 7 6]
50. Sidewalk Width: (Code to Tenth of Foot) [0 0 0 0 0 0]

Example:	Left Side	Right Side	Code
	None	&3	000083
	12.1	11.5	121115

51. Roadway Width: (Code Curb to Curb Nearest Tenth of Foot) [0 1 9 0]
52. Deck Width: (Code Out to Out Nearest Tenth of Foot) [0 2 0 0]
    Card No. [3]
53. Minimum Vertical Clearance OVER Roadway. (Code Nearest Foot and Inch)(Code 999 if No Limit) [1 2 8]
54. Underclearance Minimum Vertical Clearance (See Item 53) [0 0 0]
55. Underclearance Minimum Lateral Clearance on Right (Code 999 if not RR or Hwy.) [0 0 0]
56. Underclearance Minimum Lateral Clearance on Left (For Divided Hwy. Only)(Code 999 if NA) [0 0 0]
57. Wearing Surface [ ]
    1 Concrete | 2 Asphalt | 3 Block | 4 Open Grate | 5 Wood Planking | 6 Asphalt with Membrane

ALL CARD I.D.

8. Bridge No 0 4 4 1 2 0

CONDITION

Items 58-66, w/exc. of 63 & 61, will be coded with a 1-digit code that indicates the condition rating for these items as listed below.

0 *Bridge conditions beyond repair, danger of immediate collapse*
1 *Bridge repairable, if desirable to reopen to traffic*
2 *Inadequacy to tolerate any live load, warrants CLOSING bridge to all traffic*
3 *Inadequacy to tolerate present heavy load, warrants CLOSING bridge to trucks*
4 *Minimum adequacy to tolerate present traffic, IMMEDIATE rehabilitation necessary to keep open*
5 *Major repairs, contract needs to be let*
6 *Major items in need of repair by maint. forces*
7 *Minor items in need of repair by maint. forces*
8 *Good Condition, No repair necessary*
9 *New Condition*

58. Deck . . . 3
59. Superstructure . . . 3
60. Substructure . . . 7
61. Channel and Channel Protection . . . 7
62. Culverts and Retaining Walls . . .
63. Estimated Remaining Life . . . 0 1
64. Operating Rating - Section 4.1 of AASHO Manual . . . 1 0 9

First Digit: 1 *H. Truck*; 2 *HS Truck*; 3 *Alt. Intstate*; 4 *Type 3*; 5 *3S Semi-T*; 6 *3.3 Trailer*; 7 *Cooper E*; 8 *Ped or Special*; 9 *Gross Load*

65. Approach Roadway Alignment . . . 7
66. Rated Loading (Code as in 64) . . . 1 0 7

APPRAISAL

Items 67-72 Coded with 1-Digit Code as Below:

0 *Immediate replacement to put back in service*
1 *Immediate repairs to put back in service*
2 *Basically intolerable condition requiring high priority replacement*
3 *Basically intolerable condition requiring high priority repairs*
4 *Conditions meeting minimum tolerable limits to be left in place*
5 *Conditions better than minimum tolerable*
6 *Condition equal to present minimum criteria*
7 *Condition better than present minimum criteria*
8 *Conditions equal to present desirable criteria*
9 *Conditions superior to present desirable criteria*

67. Structural Condition (List Deficiencies) . . . 2
68. Deck Geometry . . . 2
69. Underclearances . . .
70. Safe Load Capacity (List Deficiencies) . . . 2
71. Waterway Adequacy (List Deficiencies) . . . 6
72. Approach Alignment Adequacy . . . 4

PROPOSED IMPROVEMENTS

Items 76-82 Code Zeroes if not Applicable.

73. Year Needed and Completed - 1st 2 Digits Needed, Last 2 Completed . . . 7 2 0 0
74. Type of Service (Code as in Item 42) . . . 1
75. Type of Work (Code as Below) . . . 3 1

30 *Widening Exist. Bridge or other major str.*; 31 *Replacement of bridge or other major str.*; 32 *Const. of new bridge or major str.*; 33 *Const. or improvement of minor str.*; 34 *Const. of pedestrian bridge*; 35 *Other structure work*; 36 *Strengthening*; 37 *Rehabilitation*

Proposed Work Code: 1 *Contract*; 2 *Force Account* . . . 1

76. Length of Improvement (Code to Nearest Foot) . . . 0 0 7 0 0
77. Proposed Design Loading Improvement (Code as in Item 31) . . . 5
78. Proposed Roadway Width, Curb to Curb Nearest Foot New Roadway . . . 0 0 4 0
79. Proposed Number of Lanes (Code 0 if N.A.) . . . 2
80. Design ADT (Code as in Item 29, 0 if N.A.) . . . 0 1 2 0 0
81. Year of Est. ADT (Code Last 2 Digits of Year on ADT Item 80) . . . 9 1
82. Year of Proposed Adjacent Roadway Improvements . . . 7 2
83. Type of Proposed Adjacent Roadway Improvements . . . 2

0 *N.A.*; 1 *Resurface*; 2 *Reconstruction*; 3 *Widening*; 4 *Shoulder*; 5 *Other*

Card No. . . . 4

84. Cost of Improvements (Code to Nearest Thousands of Dollars) . . . 0 0 8 0 0

MAINT. MANAGEMENT

85. Year Last Major Maintenance . . .
86. Item Repaired Last Major Maintenance (Items 53-62). . . .
87. Estimated Cost Necessary Maintenance (Code to Nearest Dollar) . . .
88. Inspection Frequency, First 2 Digits Year Set . . . 2

Last Digit: 1 *Quarterly*; 2 *Semi-Annual*; 3 *Bi-Annual*; 4 *Special*; 5 *Annual*

89. Paint Program: (First 2 Digits Last Year Painted - Last 2 Digits Year Needed) . . .

State Priority Number (Replacement) 1

BRIDGE INVENTORY

ALL CARD I.D.

8. Bridge No. 0 4 4 1 2 C

CONDITION

Items 58-65, w/exc. of 63 & 64, will be coded with a 1-digit code that indicates the condition rating for these items as listed below.

0 *Bridge conditions beyond repair, danger of immediate collapse*
1 *Bridge repairable, if desirable to reopen to traffic*
2 *Inadequacy to tolerate any live load, warrants CLOSING bridge to all traffic*
3 *Inadequacy to tolerate present heavy load, warrants CLOSING bridge to trucks*
4 *Minimum adequacy to tolerate present traffic, IMMEDIATE rehabilitation necessary to keep open*
5 *Major repairs, contract needs to be let*
6 *Major items in need of repair by maint. forces*
7 *Minor items in need of repair by maint. forces*
8 *Good Condition, No repair necessary*
9 *New Condition*

58.	Deck	7	22
59.	Superstructure	6	
60.	Substructure	8	
61.	Channel and Channel Protection	8	
62.	Culverts and Retaining Walls		26
63.	Estimated Remaining Life	02	
64.	Operating Rating - Section 4.1 of AASHO Manual	114	29
65.	Approach Roadway Alignment	8	
66.	Rated Loading (Code as in 64)	109	33

First Digit: 1 *H. Truck*; 2 *HS Truck*; 3 *Alt. Intstate*; 4 *Type 3*; 5 *3S Semi-T*; 6 *3.3 Trailer*; 7 *Cooper E*; 8 *Ped or Special*; 9 *Gross Load*

APPRAISAL

Items 67-72 Coded with 1-Digit Code as Below:

0 *Immediate replacement to put back in service*
1 *Immediate repairs to put back in service*
2 *Basically intolerable condition requiring high priority replacement*
3 *Basically intolerable condition requiring high priority repairs*
4 *Conditions meeting minimum tolerable limits to be left in place*
5 *Conditions better than minimum tolerable*
6 *Condition equal to present minimum criteria*
7 *Condition better than present minimum criteria*
8 *Conditions equal to present desirable criteria*
9 *Conditions superior to present desirable criteria*

67.	Structural Condition (List Deficiencies) INADEQUATE ROADWAY CLEARANCE, DECK SYSTEM NEEDS REPL.	2	
68.	Deck Geometry	2	
69.	Underclearances	6	36
70.	Safe Load Capacity (List Deficiencies) TRUSS DESIGNED H-10, DECK SYSTEM INADEQUATE	2	
71.	Waterway Adequacy (List Deficiencies)	6	
72.	Approach Alignment Adequacy	5	39

PROPOSED IMPROVEMENTS

Items 76-82 Code Zeroes if not Applicable.

73.	Year Needed and Completed - 1st 2 Digits Needed, Last 2 Completed	7200	43
74.	Type of Service (Code as in Item 42)	1	
75.	Type of Work (Code as Below)	31	46
	Proposed Work Code 1 *Contract* 2 *Force Account*	1	
76.	Length of Improvement (Code to Nearest Foot)	00700	52
77.	Proposed Design Loading Improvement (Code as in Item 31)	5	
78.	Proposed Roadway Width, Curb to Curb Nearest Foot New Roadway	0040	
79.	Proposed Number of Lanes (Code 0 if N.A.)	2	59
80.	Design ADT (Code as in Item 29, 0 if N.A.)	01200	
81.	Year of Est. ADT (Code Last 2 Digits of Year on ADT Item 80)	91	
82.	Year of Proposed Adjacent Roadway Improvements	72	
83.	Type of Proposed Adjacent Roadway Improvements	2	69
	Card No.	4	7
84.	Cost of Improvements (Code to Nearest Thousands of Dollars)	00800	12

0 *N.A.*; 1 *Resurface*; 2 *Reconstruction*; 3 *Widening*; 4 *Shoulder*; 5 *Other*

MAINT. MANAGEMENT

85.	Year Last Major Maintenance	71	
86.	Item Repaired Last Major Maintenance (Items 58-62)	59	16
87.	Estimated Cost Necessary Maintenance (Code to Nearest Dollar)	005000	
88.	Inspection Frequency, First 2 Digits Year Set	712	25
89.	Paint Program: (First 2 Digits Last Year Painted - Last 2 Digits Year Needed)	6272	29
90.	Priority No. Replacement	01	31

Last Digit: 1 *Quarterly*; 2 *Semi-Annual*; 3 *Bi-Annual*; 4 *Special*; 5 *Annual*

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

10-14-71

FEDERAL-AID PR

(PPM 21

	REPORT NUMBER	PROJECT LOCATION (45 typewriter spaces)		PRESENT	FUTURE	YEAR
CARD 2	1 (19) (20)	St. Rd. Jct. FAS 23-014 (Adrian) E. 0.44 mi. 21 65	ADT	740	1040 (66) (70)	91 (71) (7

	CHARACTER OF PROPOSED WORK (35 typewriter spaces)	NATL. FOREST	FH ROUTE NO.	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH Y
CARD 3	Right of Way acquisition 26 62	(63) (65)	(66) (68)	(69)	(70)	(71)	(72) (73)	(74) (7

	CLASS OF FEDERAL FUNDS	COUNTY NAME
CARD 4	Secondary	N
	NAME OF URBAN AREA 17-31	ROUTE NO. S / FEDERAL-AID 23-015

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT COS: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-19)	(16)	41	42	43 46	53		(54) (58)	(59) (66)	(67) (76)
5					PE		St. Rd. Jct. FAS 23-014 (Adrian) E. 0.44 mi.			
5					ROW		"Snake River (Adrian) Bridge Section"	0.44	26,000	16,500
5					CONST (CODE)					
								0.44	26,000	16,500
									(16) (23)	(24) (33)

CARD 1	CODE 1	PREPARED BY	PROJECT TOTALS
1	14	PROGRAM APPROVAL DATES	

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

10-14-71

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
0.44 mi. (55)	ADT	740	1040 (66) (70)	91 (71) (72)	08	Oregon	35 (2) (3)	022 (4) (8)	1070 (14) (18)

	SUPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR.	PL. AUTH YR	PROJECT NUMBER			I. Projects Only	
						PREFIX LETTER (S)	NUMBER	SEQ. NO.	POST MI.	DESIG.
(68)	(69)	(70)	(71) (72)	(73)	(74) (75)	S- (14 23)	23-015 (7 13)	(2)	(24) (26)	27

	COUNTY NAME	CODE	PROGRAM STAGE
	Malheur	045 (14) (16)	

	ROUTE NO.	FEDERAL-AID	STATE	U.S.	
	S	23-015 (32)	452 (36) (37)	(41)	[ ] 1 OR [X] 2

	MILES	ESTIMATED PROJECT COST BY PHASES: TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
	(54) (58)	(59) (66)	(67) (76)			
014						ROW acquisition all phases, incl. relocation payments & incidental costs
)	0.44	26,000	16,500	9,500		(Future 2-12' lanes HT pave. with 8' shldrs. & reinf. conc. pre-stressed deck girder bridge.)
						ROW - 60' min; access control - partial parking restrictions - none
T S	0.44	26,000	16,500	9,500		
	(16)	(23) (24)	(33)			

REMARKS Additional Data Item S-1066 Proj. BR-S-23-015 (1)

USCOMM DUSCOMM-DC 48808-P61

Snake River (Adrian) Bridge Section
Project No. S-23-015(2)

Data for PR

A. M

B. R

C. I

Existing Facility:

Roadway: 20' bituminous surface with 1' shoulders
Structure: 4 -169' steel thru tresses (total length 676', H.C. 19'-0",
V. C. 12' - 10", design load H-09) over Snake River.

Adjacent Facilities:

East End: Roadway: 20' bituminous surface with 1' shoulders
West End: Junction with Succor Creek Secondary Highway FAS 23-014

Project Data: Right of Way acquisition, all phases, including incidental work and relocation assistance payments as required for future construction of a highway facility to provide 2-12' travel lanes high-type pavement with 8' shoulders and construction of approximately 680' reinforced concrete pre-stressed girder bridge over the Snake River.

System Action, Airports, Railroad, Water Development, Historical and Recreational Areas: None Involved.

Public Hearing offered on June 30, 1971 and July 7, 1971; and none requested. Certification required by Section 128 "Public Hearings" of Title 23 U.S.C. was made under our letter of September 22, 1971.
State and District clearing house approvals submitted under our letter of October 5, 1971, requesting location / design approval.
Location / design approval requested in our letter of October 5, 1971.
Final Environmental Impact Statement submitted under our letter of September 20, 1971.

676', H.C. 19'-0",
r.

shoulders
highway FAS 23-014

ding incidental work
e construction of a
avement with 8'
ced concrete pre-

Historical and

nd none requested.
Title 23 U.S.C.

er our letter of

er 5, 1971.
r letter of Septem-

Data for PR-37: Relocation assistance payments estimated cost as follows:

A. Moving costs

1 family	$ 400
1 business	500
	900

B. Replace housing costs

1 family	$ 5,000

C. Incidental costs

	$ 100

September 22, 1971

Mr. R. K. Simpson
Division Engineer
Federal Highway Administration
P. O. Box 300
Salem, Oregon 97308

Snake River (Adrian) Bridge Section
Proj. S-23-015(-) & BR-S-23-015(1)
Parma Spur Highway 450
(Former Adrian-Parma Highway 452)
Malheur County

Dear Sir:

I certify in behalf of the Oregon State Highway Division that the opportunity to request a corridor/design hearing was afforded the public relative to the proposed highway project on the Snake River (Adrian) Bridge Section of the Parma Spur Highway 450 (formerly Adrian-Parma Highway 452) in Malheur County, and that a hearing was not requested.

I further certify that the Highway Division has considered the social and economic effects of the project, its impact on the environment, and its consistency with the goals and objectives of future planning for the immediate and adjacent areas and communities.

Very truly yours,

Tom Edwards
Deputy State Highway Engineer

RNC:bb

cc: R. L. Porter
F. B. Klaboe
L. H. Young
Frank Hall
H. S. Cox
R. H. Chase
B. L. Gifford

RECEIVED
SEP 17 1971
FORM E-20 (12-67)
FOR FILING

1760

OREGON STATE HIGHWAY DEPARTMENT

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
September 16, 1971

To: Mr. F. B. Klaboe
Assistant State Highway Engineer

B U I L D I N G

4358
406

SUBJECT: Boat Ramps
Snake River (Adrian) Bridge Section
Adrian - Parma Highway
Malheur County
Assignment No. FBK 4358

The study of constructing the boat ramps on the subject project indicates that it is not practical to utilize the existing bridge approaches.

NOTED
F.B. KLABOE

Regional Engineer H. S. Coulter has been contacted and asked to investigate the possibility of utilizing the stockpile site adjacent to the structure for the ramp and a parking area.

Initial comment from Region 5 indicates that it is not expected that larger size boats will be used on this reach of the river because it is shallow.

Frank L. Hall
Design Engineer

By Frank E. Terpin
Frank E. Terpin
Final Design Engineer

FET:jg
cc: H. S. Coulter

RETURNED TO
Edw.
Info.

RECEIVED
SEP 18 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
TOM EDWARDS

Salem, Oregon
August 19, 1971

F. B. Klaboe
Asst. State Highway Engineer

Draft Environmental
Impact Statement
Snake River (Adrian)
PNRS 71.0335

Please note the attached August 17 letter from Kessler R. Cannon concerning the Snake River (Adrian) Bridge. In order to meet the points set forth in this letter, the following shall apply:

1. "Glory-holing" or disposal of excavated material into the river should be avoided.

2. It is quite probable that the design can include a boat launching ramp to be constructed on the alignment of one or both approaches to the old structure after it is removed.

Tom Edwards
Deputy State Highway Engineer

TE:ja

Attachment

cc Kessler R. Cannon
Assistant to the Governor
Natural Resources

R. L. Porter
A. E. Johnson (enc.)

TOM McCALL
GOVERNOR

OFFICE OF THE GOVERNOR
STATE CAPITOL
SALEM 97310

August 17, 1971

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Snake River (Adrian)
PNRS #71.0335

Dear Mr. Porter:

We have referred your draft Environmental Impact Statement to the appropriate State agencies. We have also published and distributed your Notice to all State agencies and Councils of Governments.

The responses quoted below suggest points to be considered and included in your statement.

The Fish Commission commented as follows:

"This project is above the reach of anadromous fish. Thus protection of the resident fishery is solicited by maintaining minimum silt loads in the stream during construction period."

The Department of Environmental Quality is quoted:

"The Adrian bridge over the Snake River has been used as a sampling point by the DEQ for the last 10 years. Thus our staff knows very well the public safety hazards expressed in the attached Environmental Impact Statement. Therefore, the D.E.Q. endorses the proposal for replacing the bridge and is prepared to grant the

necessary variance to turbidity standards to accommodate essential dredging in the river, as provided for in applicable water quality standards.

"Is it possible that a public boat landing could be included with the bridge project?"

You may use this letter as evidence of your compliance with Section 102 (2) (C) of the National Environmental Policy Act of 1969 (83 Stat. 853), and OMB A-95 (Revised).

Cordially,

Kessler R. Cannon
Assistant to the Governor
Natural Resources

RECEIVED
AUG 19 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
1971
FOR FILING

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWEN-PL
7760
Snake (Adrian)

1 September 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

Reference is made to your letter of 15 July 1971 which transmits a draft environmental statement covering the Snake River (Adrian) Bridge. The letter was forwarded from the Portland office for our reply, as noted in the 29 July 1971 letter to you from the Portland District, Corps of Engineers.

It appears that the proposed work will improve the river crossing situation.

The bridge capacity should be large enough to pass the design flood with an adequate freeboard and without significant backwater effect that would cause flooding of land. Normally, this office checks the flood adequacy of such bridges at the time the navigation permit is processed by the U.S. Coast Guard. We will review the bridge capacity when final plans are submitted with the permit application.

Sincerely yours,

H. L. DRAKE
Chief, Engineering Division

A.E.J. cy & Merchant 9-7-71

copy to

REFERRED TO
ASST. STATE HWY. ENGR.
9-8-71

RECEIVED
SEP 3 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
FOR FILING

Conf
Bridges
A-3

DEPARTMENT OF THE ARMY
PORTLAND DISTRICT, CORPS OF ENGINEERS
P. O. BOX 2946
PORTLAND, OREGON 97208

NPPEN-PL-8

29 July 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Klabon
cy young
8-2-71

20 cys Interested Fed Agencies

Dear Mr. Porter:

Your letter of 15 July 1971 which transmitted a Draft Environmental Statement on Snake River (Adrian) Bridge Section, Succor Creek Highway (Parma Spur), Malheur County has been forwarded to the Walla Walla District for reply.

Inclosed for your convenience is a map showing the District boundaries within the State of Oregon. To facilitate a prompt reply to your request, please send environmental impact statements to the appropriate District.

Sincerely yours,

D. H. BASGEN
Chief, Engineering Division

1 Incl
As stated

REFERRED TO

BY ASST. STATE HWY. ENGR.

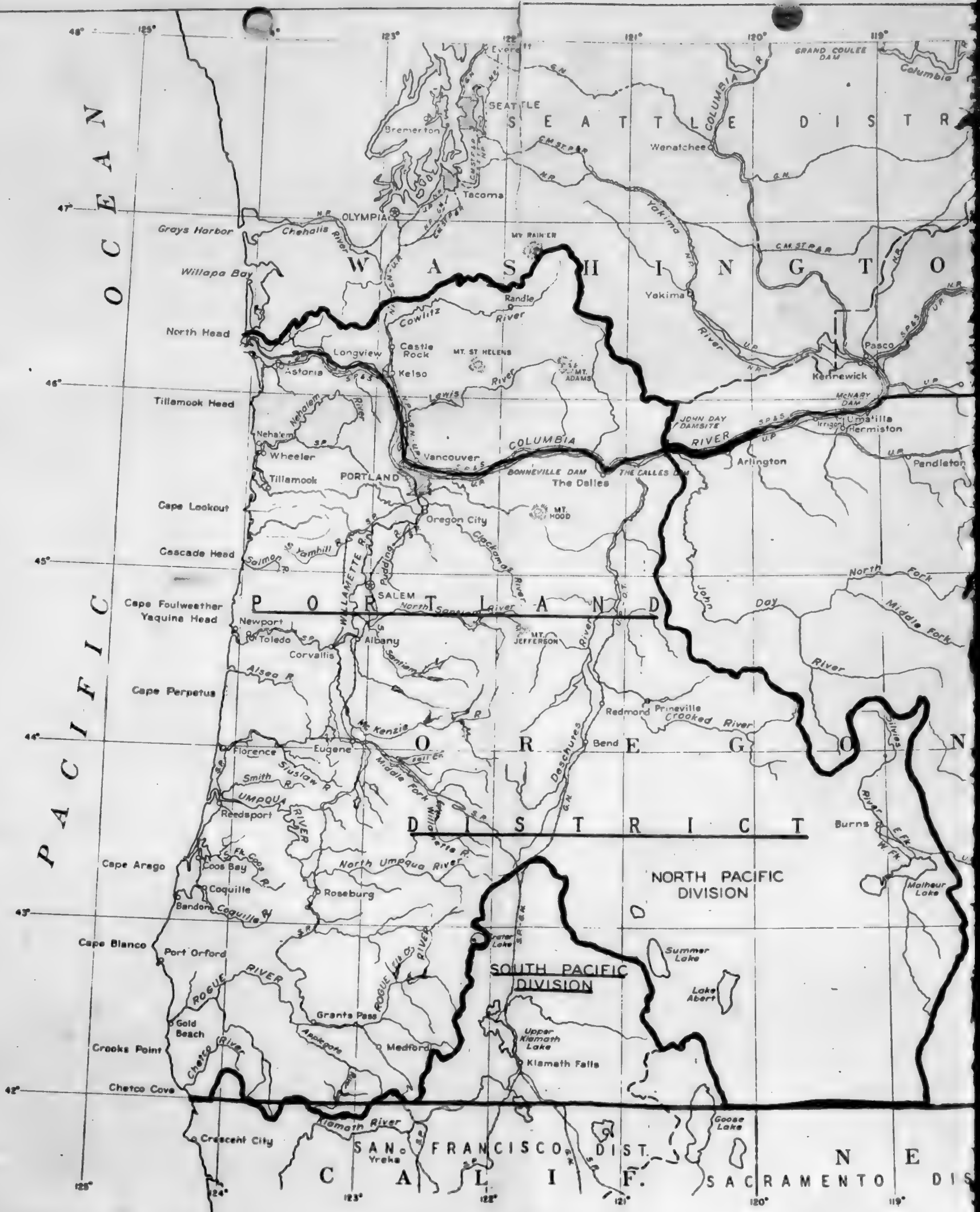
RECEIVED
AUG 2 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
A. E. [illegible]

NOTED
TOM EDWARDS

NOTED
F. B. [illegible]

CORPS OF ENGINEERS



U. S. ARMY

LEGEND

Extent of Project

District Boundary

State Boundary

State Capitol

DISTRICT INDEX MAP

PORTLAND, OREGON, DISTRICT

SCALE IN MILES

25 0 25 50 75

U.S. ARMY ENGINEER DISTRICT, PORTLAND
CORPS OF ENGINEERS

DRAWN BY: S.L.M.

Incl. 1.

RECEIVED
SEP 7 - 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

7760

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 31, 1971

Department of Public Works
P. O. Box 1499
Sacramento, California 95807

Attention: Mr. Don Higgins

Dear Sir:

This letter is in reply to our telephone conversation relative to Federal Highway Administration approval of our Snake River (Adrian) Bridge project.

To begin with, our division submitted five project justifications to be considered for eligibility under Section 204 of the Federal Aid Highway Act of 1970, which amended Chapter 1 of Title 23 U.S.C. by adding Section 144, Special Bridge Replacement Program. One of these bridges was described as on the Succor Creek (Parma Spur) #452 (FAS Route #23-015) over the Snake River in Malheur County; 676' in length (4 - 169' steel thru trusses); horizontal clearance 19'0"; vertical clearance 12'10"; distance to water surface 32'; design load H-09; built 1915; present posted load limit 60,000 lbs.

This existing bridge received our number one priority because of its inadequacy to handle traffic and the fact that it is the only access to that portion of Oregon's Malheur County which lies easterly of the Snake River and westerly of the Idaho State line without leaving the State and approaching the area from Idaho.

We have been notified that the project has been selected from our list for inclusion in the Special Bridge Replacement Program, and we have programmed under the existing regulations for preliminary engineering, construction and demolition of the existing bridge at a total estimated cost of $800,000.

I hope this information will be of value to you in applying for aid under the Special Bridge Replacement Program.

Very truly yours,

RECEIVED
SEP 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

L. H. Young
Program and Planning Engineer

By

R. D. Asburry
Asst. Program and Planning Engineer

Form E-123

cc: F. B. Klaboe

RECEIVED
SEP 1 - 1971
FOR FILING

7760

August 31, 1971

Department of Public Works
P. O. Box 1499
Sacramento, California 95807

Attention: Mr. Don Higgins

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I hope this information will be of value to you in applying for aid under the Special Bridge Replacement Program.

Very truly yours,

L. H. Young
Program and Planning Engineer

By

R. D. Asburry
Asst. Program and Planning Engineer

BLG:js

CC
cc: F. B. Klaboe

FORM E-30

OREGON STATE HIGHWAY DIVISION

INTER-DEPARTMENT CORRESPONDENCE

Salem, Oregon
August 27, 1971

SUBJECT: USAED Drilling Permit
Adrian (Snake River) Bridge
Bridge 4412A
Malheur County

To:

Mr. Ivan D. Merchant
Bridge Engineer

O F F I C E

The attached permit for drilling in the river at the site of the proposed Adrian (Snake River) Bridge has been reviewed. No difficulty in compliance with conditions 'a' to 't' in the permit are expected.

The "Notice of Authorization" (yellow field tag) has been retained by this office to be forwarded to the job site for display, along with a copy of the permit.

Jack Davis
Assistant Foundation Engineer

JD:dh
Attachment

NOTED
IVAN D. MERCHANT

A. E. JOHNSON

DEPARTMENT OF THE ARMY
WALLA WALLA DISTRICT, CORPS OF ENGINEERS
BLDG. 602, CITY-COUNTY AIRPORT
WALLA WALLA, WASHINGTON 99362

NPWOP-NF

NPW 71-000-71-27

REFERRED TO
Admin
BY SECRETARY

20 August 1971

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

Inclosed as requested by your letter dated 6 August 1971 is a permit to conduct foundation test hole drilling for a proposed bridge over the Snake River near Adrian, Oregon. The test hole drilling is to be in an area from 30 to 80 feet downstream from the existing structure as indicated on your Drawing No. 27178.

You are requested to familiarize yourself with the conditions set forth in paragraphs (a) through (t) of the permit. Should it become necessary to deviate from the approved drawing, a revised drawing showing the proposed change must be submitted to us for approval before any work is commenced.

Please return the carbon copy of the permit signed by a duly authorized agent of the Highway Division. A self-addressed envelope is inclosed for your convenience.

BY AUTHORITY OF THE SECRETARY OF THE ARMY:

NOTED
TOM EDWARDS

RECEIVED
AUG 27 1971
BRIDGE DIVISION

Richard M. Connell
RICHARD M. CONNELL
Colonel, CE
District Engineer

3 Incl
1. Permit (dupe)
2. Envelope
3. Notice of Authorization

REJ.

RECEIVED
AUG 24 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 24 1971
OREGON
STATE HIGHWAY COMMISSION

DEPARTMENT OF THE ARMY

NPW 71-000-71-27

PERMIT

Corps of Engineers
20 August 19 71

Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Gentlemen:

Referring to written request dated 6 August 1971 upon the recommendation of the Chief of Engineers, and under the provisions of Section 10 of the Act of Congress approved March 3, 1899 (33 U.S.C. 403), entitled "An act making appropriations for the construction, repair, and preservation of certain public works on rivers and harbors, and for other purposes," you are hereby authorized by the Secretary of the Army to conduct foundation test hole drilling for a proposed bridge in Snake River at Adrian, Oregon in an area from 30 to 80 feet downstream of the existing bridge in accordance with the plans and drawings entitled, "Drawing No. 27178" submitted with your letter of 6 August 1971 subject to the following conditions:

(a) That this instrument does not convey any property rights either in real estate or material, or any exclusive privileges; and that it does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State or local laws or regulations, nor does it obviate the necessity of obtaining State or local assent required by law for the structure or work authorized.

(b) That the structure or work authorized herein shall be in accordance with the plans and drawings attached hereto and construction shall be subject to the supervision and approval of the District Engineer, Corps of Engineers, in charge of the District in which the work is to be performed.

(c) That the District Engineer may at any time make such inspections as he may deem necessary to assure that the construction or work is performed in accordance with the conditions of this permit and all expenses thereof shall be borne by the permittee.

(d) That the permittee shall comply promptly with any lawful regulations, conditions, or instructions affecting the structure or work authorized herein if and when issued by the Federal Water Quality Administration and/or the State water pollution control agency having jurisdiction to abate or prevent water pollution, including thermal or radiation pollution. Such regulations, conditions or instructions in effect or hereafter prescribed by the Federal Water Quality Administration and/or the State agency are hereby made a condition of this permit.

(e) That the permittee will maintain the work authorized herein in good condition in accordance with the approved plans.

(f) That this permit may, prior to the completion of the structure or work authorized herein, be suspended by authority of the Secretary of the Army if it is determined that suspension is in the public interest.

(g) That this permit may at any time be modified by authority of the Secretary of the Army if it is determined that, under existing circumstances, modification is in the public interest. The permittee, upon receipt of a notice of modification, shall comply therewith as directed by the Secretary of the Army or his authorized representative.

(h) That this permit may be revoked by authority of the Secretary of the Army if the permittee fails to comply with any of its provisions or if the Secretary determines that, under the existing circumstances, such action is required in the public interest.

(i) That any modification, suspension or revocation of this permit shall not be the basis for a claim for damages against the United States.

(j) That the United States shall in no way be liable for any damage to any structure or work authorized herein which may be caused by or

result from future operations undertaken by the Government in the public interest.

(k) That no attempt shall be made by the permittee to forbid the full and free use by the public of all navigable waters at or adjacent to the structure or work authorized by this permit.

(l) That if the display of lights and signals on any structure or work authorized herein is not otherwise provided for by law, such lights and signals as may be prescribed by the United States Coast Guard shall be installed and maintained by and at the expense of the permittee.

(m) That the permittee shall notify the District Engineer at what time the construction or work will be commenced, as far in advance of the time of commencement as the District Engineer may specify, and of its completion.

(n) That if the structure or work herein authorized is not completed on or before 31st day of December , 19 74, this permit, if not previously revoked or specifically extended, shall cease and be null and void.

(o) That the legal requirements of all Federal agencies be met.

(p) That this permit does not authorize or approve the construction of particular structures, the authorization or approval of which may require action by the Congress or other agencies of the Federal Government.

(q) That all the provisions of this permit shall be binding on any assignee or successor in interest of the permittee.

(r) That if the recording of this permit is possible under applicable State or local law, the permittee shall take such action as may be necessary to record this permit with the Registrar of Deeds or other appropriate official charged with the responsibility for maintaining records of title to and interests in real property.

(s) That the permittee agree to make every reasonable effort to prosecute the construction or work authorized herein in a manner so as to minimize any adverse impact of the construction or work on fish, wildlife and natural environmental values.

(t) That the permittee agrees that it will prosecute the construction of work authorized herein in a manner so as to minimize any degradation of water quality.

A judgment as to whether or not suspension, modification or revocation is in the public interest involves a consideration of the impact that any such action or the absence of any such action may have on factors affecting the public interest. Such factors include, but are not limited to navigation, fish and wildlife, water quality, economics, conservation, aesthetics, recreation, water supply, flood damage prevention, ecosystems and, in general, the needs and welfare of the people.

Richard M. Connell

RICHARD M. CONNELL
Colonel, CE
District Engineer

20 Aug 71
Date

BY Authority of the Secretary of the Army:

Permittee hereby accepts the terms and conditions of this permit.

Oregon State Highway Division

B. G. Johnson

Aug. 30, 1971
Date

Permittee

Assistant State Highway Engineer

DOT F 1320.1 (1-67)

UNITED STATES GOVERNMENT

Memorandum

DEPARTMENT OF TRANSPORTATION
OFFICE OF THE SECRETARY

DATE: AUG 26 1971

In reply refer to: 523-015

SUBJECT: Draft Environmental Impact Statement: Highway Project Snake River (Adrian) Bridge Section, Succor Creek Highway, Malheur County, Oregon

FROM : Assistant Secretary for Environment and Urban Systems

TO : Mr. R. E. Simpson, Division Engineer, FHWA
Salem, Oregon

This staff has reviewed the draft environmental impact statement prepared for the proposed project in Malheur County.

It appears that this project could involve the crossing of navigable waterways and therefore ultimately require a bridge permit from the Coast Guard. For this reason, early coordination of the draft environmental impact statement with the Commander, Thirteenth Coast Guard District, would seem to be warranted.

Herbert F. DeSimone
Assistant Secretary

cc: Regional Federal Highway Administrator
Portland, Oregeon

RECEIVED
AUG 30 1971
OREGON DIVISION

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
222 S. W. Morrison Street
Portland, Oregon 97204

TO : Mr. R. E. Simpson
Division Engineer
Salem, Oregon

DATE: August 19, 1971

In reply refer to: 08-00.36

FROM : I. C. Boyd
Regional Environmental Coordinator
Portland, Oregon

SUBJECT: Oregon Project S-23-015(-)
Snake River (Adrian) Bridge Section
Succor Creek Highway (Parma Spur)
Draft Environmental Statement

The draft environmental statement for the subject project has been reviewed by the Regional Environmental Committee. Following are comments for your review and consideration in preparing the final environmental statement:

1. A description of the ecological systems, wildlife, fish, waterfowl, etc. is lacking. Also, it would be desirable to show the limits of the Deer Flat National Wildlife Refuge on the vicinity map. It is presumed all construction and right-of-way taking would lie outside the Refuge boundary.

2. Page 4, first paragraph: Some discussion appears warranted on timing of construction activities or other controls in addition to enforcing contract specifications pertaining to water quality to reduce or minimize turbidity in the Snake River during periods when such stream disturbance might pose adverse effect on the fisheries resource.

3. Page 4, under Alternatives and Reason For Project Selection: At the end of the fourth line, it appears as though some words have been omitted.

RECEIVED
AUG 23 1971
OREGON DIVISION

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 901-514

RECEIVED
AUG 20 1971
FOR FILING

7760

August 19, 1971

Mr. R. E. Simpson, Division Engineer
Federal Highway Administration
Post Office Box 300
Salem, OR 97308

Dear Sir:

Re: Special Bridge Replacement Program
Your Ref. 08-35.1/710.1
407.4

Thank you for your August 10 letter advising of approval for inclusion of the Snake River Bridge on State Highway 452 near Adrian on the subject program. We will submit a program in line with the procedures set forth in Mr. Maloney's memorandum.

If additional funding becomes available, we request that consideration be given for inclusion of the South Santiam (Sanderson) Bridge No. 1771 on the Albany-Lyons Highway No. 211 (ORE226) at M.P. 1.45. Data concerning this bridge and the inspection reports indicating that there is a definite need of replacement were previously forwarded to you.

Very truly yours,

R. L. Porter
State Highway Engineer

By

A. E. Johnson
Assistant State Highway Engineer

ARJ:ms
cc R. L. Porter
Tom Edwards
F. B. Klaboe
L. H. Young

RECEIVED
AUG 10 1971

UNITED STATES GOVERNMENT

FOR *Memorandum*

Cancel

TO: Mr. R. L. Porter, State Highway Engineer
Salem, Oregon

FROM: R. E. Simpson, Division Engineer
Salem, Oregon

J 8.16

SUBJECT: Special Bridge Replacement Program

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
Box 300
Salem OR 97308

DATE: August 10, 1971

In reply refer to: 08-35.1/710.1
XRef: 407.4

Your request of June 25 for funds to replace various bridges on the Federal-aid system in accordance with the provisions set forth in Section 144, Chapter I, of Title 23, U.S. Code has been approved for the Snake River Bridge, State Highway 452.

Enclosed is a copy of a memorandum from Mr. M. F. Maloney, Acting Associate Administrator for Engineering and Traffic Operations, setting forth the procedures for submitting a program.

Enclosure
Memo, 8-6-71, Maloney to Phillips

orig & acknowledge
8-12-71

FBK

NOTED
TOM EDWARDS

RECEIVED
AUG 11 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTED
F. B. K.

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 910.222

UNITED STATES GOVERNMENT

Memorandum

U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

TO : Mr. Ralph M. Phillips
Regional Federal Highway Administrator
Portland, Oregon

DATE: AUG 6 1971

In reply refer to:
EN-33

FROM : M. F. Maloney
Acting Associate Administrator for
Engineering and Traffic Operations, Washington, D.C.

SUBJECT: Special Bridge Replacement Program

We have reviewed the request from the State of Oregon for Federal funds to replace various bridges on the Federal-aid system in accordance with the provisions set forth in Section 144, Chapter I, of Title 23, U.S. Code.

We have considered the State's interim priority list submitted in response to FHWA Notice dated March 25, 1971, along with the priority lists submitted by the other States and have selected the Snake River Bridge on State highway 452 to be included in the Bridge Replacement Program. This bridge was submitted as the State's number one priority and in addition to its general compliance with the replacement criteria contained in the reference legislative authority, the structure is considered to be a public hazard that warrants a high National priority for replacement.

This authorization is to include the following program phases:

1. Preliminary Engineering

Additional funds for the construction and demolition phases have been reserved for future authorizations as follows:

1. Demolition - FY 1972
2. Construction - FY 1972

As presently legislated the Special Bridge Replacement Program has a two year authorization with specific funds designated.

The State should be advised of this decision and requested to submit for early review and approval all necessary program documents, in accordance with PPM 21.1, so that funds may be programmed.

The Federal share payable for the replacement of this structure may not exceed 75 percent of the cost of the project and should be programmed under Appropriation Code 115.

-more-

BUY U.S. SAVINGS BONDS REGULARLY ON THE PAYROLL SAVINGS PLAN

GPO 901.614

All projects involving the use of Bridge Replacement funds located on the Federal-aid system shall be designated by the prefix letters "BR-F" or "BR-S" (e.g. "BR-F" for Projects on the Primary System and "BR-S" for Projects on the Secondary System.) Projects on the Federal-aid secondary system shall not be performed under the Secondary Road Plan.

In order to conform with existing accounting procedures and recordkeeping of improvements to the State highway systems, projects should be numbered to conform to the system established for Federal-aid projects. Projects should be numbered by routes and section or other established Federal-aid numbers for the particular section of route and with the next available agreement number in the series.

Plans and project documents in an approved program for Bridge Replacement shall meet comparable standards as defined in Section 109(b) of the 1970 Federal-Aid Highway Act, and be prepared with the same amount of detail as is required for other Federal-aid projects.

Until such time as a Policy and Procedure Memorandum is issued by the Administrator governing the Bridge Replacement Program, all approved projects will be processed in accordance with established Federal-aid procedure for bridge projects on the on-going A.B.C. Systems.

Funds authorized for this project are not to be charged against the State's current obligation limitations but will be charged against the Reserved fund allotment referenced in IM 30-3-71, dated June 30, 1971.

MONTHLY TRANSACTION NO.

DATE SUBMITTED TO W. O.

FORM PR-1 (REV. 4-61)

8-18-71

FEDERAL - AID (PPM

CARD 2 — REPORT NUMBER (19)(20): 1 — PROJECT LOCATION (45 typewriter spaces) (21–65): St. Rd. 0.21 mi. E. of Adrian E. 0.13 mi. — **ADT** — PRESENT: 740 — FUTURE (66): 1040 — YEA (70)(71)

CARD 3 — CHARACTER OF PROPOSED WORK (35 typewriter spaces) (28–62): P.E. one Bridge — NATL. FOREST (63)(65) — FH ROUTE NO. (66)(68) — SUPV AGCY (69) — DA CLASSIF. (70) — DA AREA (71) — EMERG. YR. (72)(73) — PL. AU (74)

CARD 4 — CLASS OF FEDERAL FUNDS: Special Bridge replacement FY1972 — COUNTY NAME — NAME OF URBAN AREA (17-31) — ROUTE NO. S — FEDERAL - A 23-015

CARD 5	LINE NO.	CHANGE CODE	PROJECT CODE	WORK CLASS	WORK TYPE	STEP	TERMINI (Full description)	MILES	ESTIMATED PROJECT C: TOTAL ESTIMATED COST	FEDERAL FUNDS
1	(14-15)	(16)	41	42	43–46	53		(54) (58)	(59)–(66)	(67)
5					**PE** Stage 2		St. Rd. 0.21 mi. E. of Adrian E. 0.13 mi.	0.13	19,000	14,250
5					**ROW**		"Snake River (Adrian) Bridge"			
5					**CONST** (CODE) Stage 2 X081			0.13	781,000	585,750
							PROJECT TOTALS	0.13	800,000	600,000

CARD 1 — CODE 1 — PREPARED BY

CARD 1 — CODE 14 — PROGRAM APPROVAL DATES

Budget Bureau No. 41-R2067; Approval Expires February 28, 1966

U.S. DEPARTMENT OF COMMERCE
BUREAU OF PUBLIC ROADS

FEDERAL-AID PROGRAM DATA

(PPM 21-1)

		PRESENT	FUTURE	YEAR	REGION	STATE NAME	STATE CODE	APPN CODE	ITEM NO.
	ADT	740	1040	91	08	Oregon	35	115	1066
			(66)	(70)(71)(72)			(2) (3)	(4) (9) (14)	(18)

I, Projects Only

68				PROJECT NUMBER			POST MI. DESIG.
UPV AGCY	DA CLASSIF.	DA AREA	EMERG. YR. PL. AUTH YR	PREFIX LETTER(S)	NUMBER	SEQ. NO.	
(69)	(70)	(71)(72) (73)(74) (75)		BR-S-	23-015	(1)	13 (24) (26) 27
				14 23 7			

72

COUNTY NAME: Malheur — CODE: 045 (14) (16)

PROGRAM STAGE: [ ] 1 OR [X] 2

ROUTE NO. S — FEDERAL-AID: 23-015 (32) — STATE: 452 (36)(37) — U.S. (41)

ESTIMATED PROJECT COST BY PHASES

MILES	TOTAL ESTIMATED COST	FEDERAL FUNDS	STATE FUNDS	OTHER FUNDS	CHARACTER OF PROPOSED WORK (Full description)
(54) (56)(59)	(66)(67)	(76)			
0.13	19,000	14,250	4,750		PE all phases, one reinforced concrete, prestressed, deck girder bridge, length approx. 680', H.C. 40'. Demolition of old existing Str.
0.13	781,000	585,750	195,250		ROW - 60' min; Access control - full; Parking Restrictions - none
0.13	800,000	600,000	200,000		
	(16)	(23)(24)	(33)		REMARKS

USCOMM DUSCOMM-DC 48905-P61

Existing Facility:

Roadway: 20' bituminous surface with 1' shoulders.

Structure: 4 - 169' steel ~~thru~~ thru trusses (total length 676', H.C. 19'-0", V.C. 12'-10", design load H-09.) over Snake River.

Adjacent Facilities: Roadway same as above.

Project Data: The work consists of all phases of preliminary engineering including P.S. & E. preparation. Construction of reinforced concrete, prestressed, deck girder bridge over the Snake River, approximately 680' in length with H.C. 40', to replace the existing unsafe obsolete structure and demolition of existing bridge. The old bridge will be kept in service until new one is completed.

The estimated costs of the activities to be undertaken in FY 1972 are as follows:

1.	Preliminary Engineering all phases	$ 19,000
2.	Demolition of Existing Bridge	20,000
3.	Construction of New Bridge	761,000
	Total estimated cost	$800,000

Public Hearing was offered on June 30, 1971 and July 7, 1971; and hearing not required.

Location/design approval has not yet been obtained; however, required actions are being completed as rapidly as possible.

Certification required by Section 128 "Public Hearings" of Title 23 U.S.C. has not been made.

SNAKE RIVER (ADRIAN) BRIDGE

Project BR-S-23-015(1)

lers.

ngth 676', H.C. 19'-0",

System Action, Airports, Railroad, Water Development, Historical and Recreational Areas: None involved.

The project approved by State Clearinghouse on July 7, 1970 and July 13, 1971.

The project approved by District 14 Clearinghouse on July 27, 1970 and June 29, 1971.

liminary engineering
nforced concrete,
, approximately
nsafe obsolete
bridge will be kept

in FY 1972 are as

	$ 19,000
	20,000
	761,000
	$800,000

7, 1971; and hearing

however, required

gs" of Title 23 U.S.C.

RECEIVED
AUG 1 1971
FOR FILING

OREGON STATE HIGHWAY DIVISION

HIGHWAY BUILDING • • • SALEM, OREGON • • • 97310

August 16, 1971

7760

Malheur County Court
Courthouse
Vale, Oregon 97918

Attention: Ellis White
County Judge

Gentlemen:

Thank you for your letter of August 12 notifying us that Malheur County does not wish a public hearing on the Snake River (Adrian) Bridge Section of the Parma Spur Highway. This will cancel your earlier request for a hearing.

We are sending copies of your letter to the State Highway Engineer and other interested parties for their information.

Very truly yours,

Floyd Query, Secretary
OREGON STATE HIGHWAY COMMISSION
ORIGINAL SIGNED
C. W. HEAD
By
C. W. Head, Assistant Secretary

fkn
cc R. L. Porter
Fred Klaboe
V. D. Wolfe
Frank Morgan
H. S. Cox
David Moehring
Frank Hall
L. H. Young (2)
I. D. Merchant
H. S. Coulter

NOTED
R. L. PORTER

RECEIVED
AUG 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Form E-123

The County of Malheur

VALE, OREGON

August 12, 1971

Mr. Floyd Query, Secretary
Oregon State Highway Commission
State Highway Building
Salem, Oregon 97310

Dear Mr. Query;

A meeting was held last evening, August 11, 1971 in the Adrian School, relative to the alignment of the proposed Snake River bridge project near Adrian, Oregon.

Attending the meeting were property owners and interested citizens of the Adrian Community, State Highway officials and Commissioner Henry Esplin, representing the County Court.

Concern was expressed in my letter of July 16th, originating from a breakdown of communications between all parties concerned.

As the results of the meeting were excellent, I have been requested to write to you resending the objections stated in the several letters enclosed in my first letter and withdrawal of protest and demand for or need of a public hearing. It appears that the property owners and interested persons have resolved their differences, in any, regarding the project.

Very truly yours,

MALHEUR COUNTY COURT

Ellis A. White

Ellis A. White
Chairman

EAW:lp

RECEIVED
AUG 16 1971
OREGON
STATE HIGHWAY COMMISSION

NOTED
C. W. HEAD

RECEIVED
AUG 23 1971
FOR FILING

UNITED STATES
DEPARTMENT OF THE INTERIOR
BUREAU OF OUTDOOR RECREATION

PACIFIC NORTHWEST REGION
1000 SECOND AVENUE
SEATTLE, WASHINGTON 98104

IN REPLY REFER TO:

D36
Ref your Snake River (Adrian) Bridge Section
Succor Creek Highway (Parma Spur)
Malheur County

7760

AUG 12 1971

Mr. R. L. Porter
State Highway Engineer
State Highway Division
Salem, Oregon 97310

Dear Mr. Porter:

The draft environmental statement for the above referenced project, received with your letter dated July 15, 1971, has been reviewed by our staff. We know of no public recreation areas, projects, or proposals that would be adversely affected by this highway project. The statement, as it relates to our programs and interests, appears to be adequate.

Sincerely yours,

Maurice H. Lundy
Regional Director
William R. Thomas
Acting Regional Director

cc:
FHWA, Portland

NOTED
R. L. PORTER

RECEIVED
AUG 16 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
AUG 16 1971
FOR FILING

ENVIRONMENTAL PROTECTION AGENCY
REGION X
1206 SIXTH AVENUE
SEATTLE, WASHINGTON 98101

7760

August 6, 1971

Edwards

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

We have reviewed the Environmental Impact Statement for the proposed Snake River (Adrian) Bridge Section, Succor Creek Highway (Parma Spur), Malheur County. We have no comments providing that construction is carried out so that the least environmental harm occurs.

Thank you for the opportunity to comment on this draft statement.

Sincerely yours,

Hurlon C. Ray

Hurlon C. Ray, Acting Director
Management Division

NOTED
F. B. KLARICE
FBK

NOTED
TOM EDWARDS

RECEIVED
AUG 13 1971
OFFICE OF
STATE HIGHWAY ENGINEER

Young 8-16-71

NOTED
R. L. PORTER

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING July 23, 1971

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0334	Highway Division	Chehalem Pool Park Development	Newberg	3
71.0336	Corrections Division	Release Programs Subsidies $197,016	Statewide	14
71.0338	Sublimity, City of	Sewage Collection and Treatment Facilities $679,300	Sublimity	3
71.0339	Condon, City of.	Sewage Treatment Plant Addition $ 72,600	Condon	12
71.0340	HUD-Hallberg Homes, Inc	Binford Farms	Gresham	2
71.0341	HUD-Cason-West Const. Co.	Cason-West	Troutdale	2
71.0342	Vocational Rehabilitation Division	Kidney Dialysis Project $ 35,455	Statewide	

7.23.71

RECEIVED
JUL 26 1971
FCR Pittsburg

7760

Sue he'll
attend

NOTED
TOM EDWARDS

Yvonne C
7-27-71

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
		REPORT OF ENVIRONMENTAL IMPACT STATEMENTS		
71.0335	Highway Division	Snake River (Adrian) Bridge Section	Malheur County	14
71.0337	Bonneville Power	Renewal of Pacific Carbide and Alloys Power Sales Contract	Statewide	
71.0343	Federal Highway Admin.	Siuslaw Highway Corridor	Lane County	5

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JUL 27 1971
OFFICE OF
STATE HIGHWAY ENGINEER

RECEIVED
JUL 19 1971
FOR FILING

EXECUTIVE DEPARTMENT

7760

5 CAPITOL

SALEM, OREGON 97310
July 13, 1971

TOM McCALL
GOVERNOR

Cleighton Penwell
Director

R. L. Porter, State Highway Engineer
Transportation Department
129 Highway Building
Salem, Oregon 97310

Re: Snake River (Adrian) Br. Succor Creek
PNRS #71.0299

Dear Mr. Porter:

This is to notify you that the State Clearinghouse has officially completed the review of this program as required by Governor's Directive No. 01-270-02.

Your Notice of Intent was referred to the appropriate State agencies for review. All respondents indicated concurrence and approval.

The Fish Commission is quoted as follows:

"Although this area is well beyond the present limits of anadromous fish use of the Snake River we urge that every precaution be taken during project design and construction phases to not allow substances toxic to aquatic life to enter the river. This includes soil material as well as such things as fresh concrete.

"If undertaken with precaution, the project should have little if any impact on aquatic resourses."

Young 7-16-71

NOTED
TOM EDWARDS

RECEIVED
JUL 15 1971
OFFICE OF
STATE HIGHWAY ENGINEER

We are pleased to add our approval and wish you every success.

A copy of this letter should accompany your application to the Federal agency.

Sincerely,

Cleighton Penwell

United States Department of the Interior

NATIONAL PARK SERVICE

IN REPLY REFER TO:

920 N. E. Seventh Avenue
Portland, Oregon 97232

June 24, 1971

034-3361
+4478

Mr. L. H. Young
Program and Planning Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Young:

This will acknowledge the Notice of Intent application to apply for federal-aid assistance on

Snake River (Adrian) Br., Succor Creek
Highway (Parma Spur), Malheur County

We understand that this application concerns the replacement of the bridge across the Snake River. However, we have no information on its relationship to other highway projects in this area and therefore cannot comment on this item. It would be appreciated if you would provide us with a map and data on related projects particularly the Succor Creek Highway.

Sincerely yours,

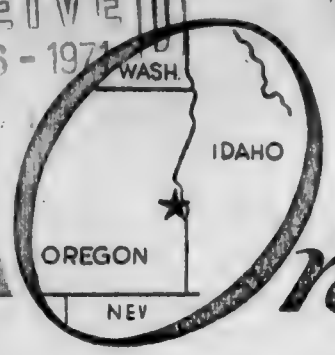
Daniel F. Burroughs

Daniel F. Burroughs
Chief, Portland Field Office

NOTED
W. H. TEBEAU

RECEIVED
JUN 28 1971
PROGRAM & PLANNING
DIVISION
R. W. ELLISON

RECEIVED
JUN 6 - 1971
CITY OF



Ontario.... THE CAPITAL OF EASTERN OREGON

Edwards

FROM THE OFFICE OF CITY MANAGER
Please Direct All Coressondence
On This Matter To The Above.

7760

P. O. BOX 159 - ONTARIO, OREGON
97914

June 29, 1971

Mr. R. L. Porter
State Highway Engineer
Oregon State Highway Division
Highway Building
Salem, Oregon 97310

Dear Mr. Porter:

The Southeast Oregon Council of Governments at their meeting on June 04, 1971 reviewed the federal-aid project Snake River (Adrian) Br., Succor Creek and Highway (Parma Spur), Malheur County and unanimously approved the project.

Very truly yours,

Albert Gaschler

Albert Gaschler, Secretary
Southeast Oregon Council of
Governments

FBK Young 7-2-71

NOTED
TOM EDWARD

RECEIVED
JUL 1 1971
OFFICE OF
STATE HIGHWAY ENGINEER

EXECUTIVE DEPARTMENT
PROGRAM PLANNING DIVISION
FEDERAL AID COORDINATION UNIT
301 Public Service Bldg., Salem, Oregon 97310

Release

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING JUNE 25, 1971

Distribution of information relative to these projects has been made to selected state agencies for review. If your agency was not included in the distribution and you desire to examine and comment on any of the proposals, information will be supplied upon request.

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0286	Vocational Rehabilitation Division	Gypsy Project $ 72,000	Portland	2
71.0287	Multnomah County Community Action Agency	Emergency Food and Medical Services $88,191	Portland	2
71.0288	Oregon State Library	U of O Library Data Bank $ 23.724	Eugene, Portland	2,5
71.0289	Oregon State Library	Lincoln County Libraries Cooperative $ 14,700	Lincoln County	4
71.0290	Oregon State Library	Coos-Curry Cooperative Library Services $ 12,867	Coos-Curry Counties	7
71.0291	Oregon State Library	Albany Public Library and School District U-8J Cooperation $ 21,524	Albany	4
71.0292	Oregon State Library	Wasco County Library Cooperative $ 8,832	Wasco County	9

17-5-9-6-9

7168

Yeoung 6-29-71

NOTED
TOM EDWARDS

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING June 25, 1971

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0293	Oregon State Library	Clackamas County Library Cooperative $ 19,238	Clackamas County	2
71.0294	Salem Urban Renewal Agency	North Salem Neighborhood Development Program $1,954,444	Salem	3
71.0295	Salem Urban Renewal Agency	Pringle Creek Urban Renewal $ 450,789	Salem	3
71.0296	Jackson Josephine Comprehensive Health Planning Council	Comprehensive Health Planning $ 20,000	Jackson-Josephine	8
71.0297	Depoe Bay Sanitary District	Sanitary Sewer Collection and Treatment Facility $1,085,000	Depoe Bay	4
71.0298	Blue Mountain Economic Development Council, Inc.	Day Care $ 39,732	Milton-Freewater	12
71.0299	Highway Division	Snake River (Adrian) Br. Succor Creek $1,000,000	Malheur County	14
71.0300	Highway Division	Grande Ronde River (Clark Cr.) Br. Sec. $ 120,000	Union County	13
71.0301	Highway Division	Sunset Highway - S.W. 87th Place $ 210,000	Washington County	2

REPORT OF NOTICES OF INTENT TO APPLY FOR FEDERAL AID: WEEK ENDING June 25, 1971

Clearing-house #	Applicant	Project Description	Location	Admin. Dist.
71.0302	Highway Division	North Albany Park Development $ 31,400	Benton County	4
71.0303	Highway Division	Wells Cr.-Jack Creek (Passing Bays) $3,000,000	Douglas County	6
71.0304	Highway Division	Cascade Locks Marine Park Irrigation $ 6,730	Cascade Locks	9

RECEIVED
JUN 23 1971
OFFICE OF
STATE HIGHWAY ENGINEER

NOTICE OF INTENT · STATE AGENCIES

TO: State of Oregon Executive Department
Federal Aid Coordination Unit
Room 5, State Capitol
Salem, Oregon 97310

Project: Snake River (Adrian) Br. Sec.,
Succor Creek Highway (Parma Spur)
Malheur County June 16 1971

FROM: Applicant Agency State Highway Division Salem (Address)

Contact Person L. H. Young 6563 (Phone)

1. Project requires Emergency Board approval of agency federal fund limitation: Yes.....No....X.....(if "yes", please also submit the information called for on page 3, Notice of Intent)

---

2. **Project Location**

Administrative District Fourteen (14) City - - -

County Malheur Special District(s) (if applicable) - - -

Other affected jurisdictions/agencies - - -

3. **Federal Program**

Common Program Name Federal Aid Secondary

Authorizing Legislation Title 23 U.S.C. Highways (Public Law No. and Title)

Fed. Admin. Dept. of Transportation Original Application X

Agency Federal Highway Administration Renewal Application.....

---

4. **Estimated Project Cost**

Federal Share $ 600,000
Loan..... Grant X
Local Applicant Share (- - -)
(if any) $ - - -

State Agency Share $ 400,000

Other (Specify) $ - - -

Total $ 1,000,000

Source of State Agency Share

General Fund $ - - -

Other Funds (specify) $ 400,000 Highway

Indirect Cost Reimbursement

No X Yes..... $..... (Approx)

Will Federal share change: No X

Yes, from .....% to.....%

When.....

5. **Period Covered by Projects**

Beginning date Feb. 1973
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 12 months

Approximate ending date March 1974

Will renewal be requested? Yes..... No....X.....

6. **Estimated Application Filing Date** Nov. 15, 1971

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

SNAKE RIVER (ADRIAN) BRIDGE SEC., Succor Creek Hwy. (Parma Spur), Malheur County

This project will consist of preliminary engineering, right-of-way acquisition, grading, paving, structure and incidental work necessary to replace the existing narrow Snake River Bridge and construct new approaches on revised alignment.

This section is 0.3 mile in length and the existing ADT is 740. The estimated projected ADT is 1040. The proposed structure will be constructed immediately downstream from the existing facility thus permitting the old bridge to be used for a detour. The roadway for the bridge approaches will be constructed to accommodate two 12-foot travel lanes with 8-foot shoulders. The new bridge will have a horizontal clearance width of 40 feet.

This project is related to the "Goals For A Livable Oregon" by the replacement of a very narrow bridge, total width 19'2", constructed in 1915. This bridge provides the only access to a river locked land area within Oregon whose easterly boundary is the Idaho state line.

See attached map for geographical location.

5. **Period Covered by Projects**

Beginning date Feb. 1973
(Original date, if project covers more than one year)

Length of time (weeks, months, or years) 12 months

Approximate ending date March 1974

Will renewal be requested? Yes..... No....X.....

6. **Estimated Application Filing Date** Nov. 15, 1971

7. **Project Description** - Including statements of relationship to and effects on the objectives outlined in *Goals for a Livable Oregon.* (Use additional sheets as necessary)

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See attached map for geographical location.

RECEIVED
MAY 24 1971
FOR FILING

7760

OREGON STATE HIGHWAY DIVISION
PROGRAM AND PLANNING SECTION
SOILS AND GEOLOGY UNIT
PROJECT BASE DESIGN

Section: Adrian (Snake River) Bridge
Highway: Adrian-Parma (FAR 23015)
County: Malheur
Prefix: 123-1426

Res. Engr.
Approx. Length 0.13± mile
Sta. to Sta.
Date 5-14-71

Mean Truck A.D.T. 368
Traffic Coefficient 8.1
18 kip s. a. per day 55.6

Annual Precipitation 11"± (Adrian)
Frost Penetration 24"±
CBE Total Requirement 26.0"

(1)

Typical Soil

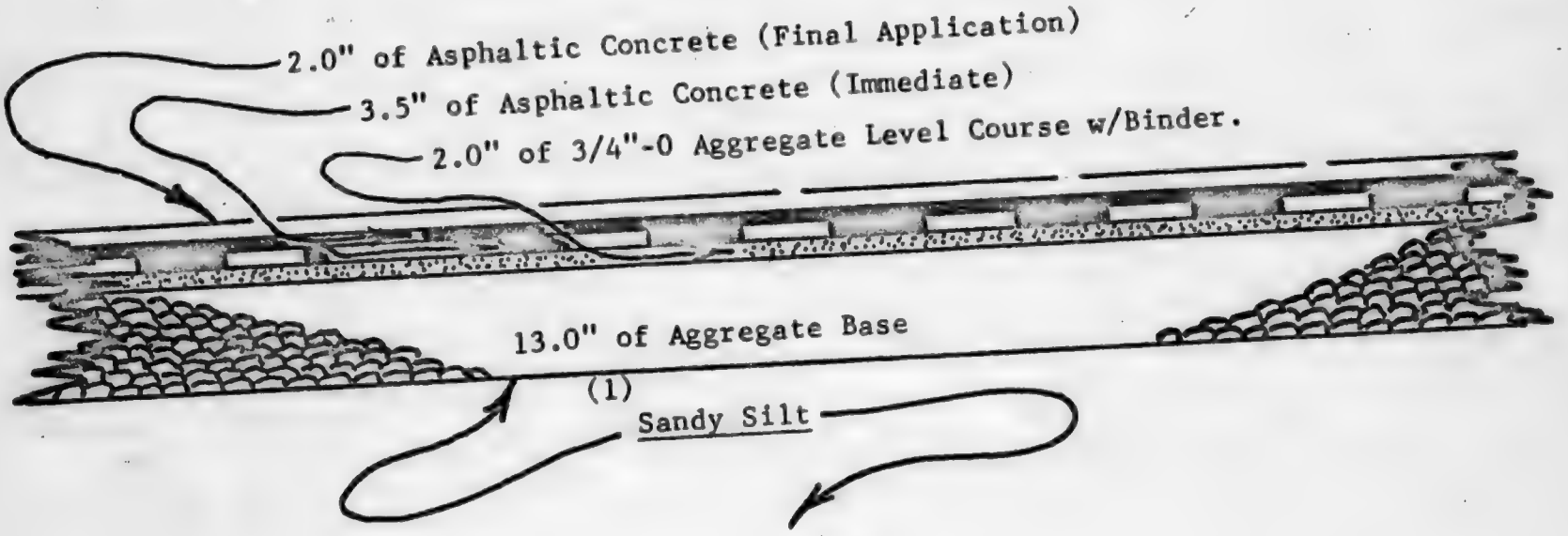
29	LL
8	PI
99	%P 10
77	%P 200
1	% Gravel
1	% C Sand
21	% F Sand
59	% Silt
18	% Clay
10	R Value
A-4	AASHO Classif.

Materials Source:

To be determined by the Engineer.

Credit	*Actual Thick.*	*Component*
4.0"	2.0"	A.C. (F.A.)
7.0"	3.5"	A.C. (I.)
2.0"	2.0"	A.L.
13.0"	13.0"	A.B.
26.0"	20.5"	

STRUCTURAL SECTION


2.0" of Asphaltic Concrete (Final Application)
3.5" of Asphaltic Concrete (Immediate)
2.0" of 3/4"-0 Aggregate Level Course w/Binder.
13.0" of Aggregate Base
(1)
Sandy Silt

Submitted by E. J. Gregg
Base Design Engineer

Recommended by
Engineer of Materials and Research

Recommended by W. D. Gehrau
Program and Planning Engineer

Approved by for
Asst. State Highway Engineer

F.H.W.A.
Asst. State Highway Engineer
Program and Planning Engineer
Construction Engineer
Engineer of Material and Research
Regional Engineer
Resident Engineer
Design Engineer
Specifications Engineer
Final Design Engineer
Regional Geologist

NOTE

SECTION: Adrian (Snake River) Bridge

HIGHWAY: Adrian-Parma (FAR 23015)

COUNTY: Malheur

"OTHER ROADS"

Traffic Coefficient	*A.C. Wearing Surface*	*3/4"-0 Aggregate Base*	*Aggregate Base*	*"CBE" Total Requirement*	*Actual Thickness*
7.0 - 8.0	3.5"	2.0"	15.0"	24.0"	20.5"
6.0 - 7.0	3.0"	2.0"	13.0"	21.0"	18.0"
4.8 - 6.0	2.0"	2.0"	11.5"	17.5"	15.5"
Cars Only	2.0"	2.0"	* 8.0"	13.0"	12.0"

* Increased until the total surfacing thickness equals approximately one-half the depth of frost penetration.

Should substitutions be made use the "CBE" Total Requirement column to obtain the "Total Thickness Required" and the table below for values:

1.0"	Asphalt Concrete	= 2.0"	Aggregate Base
1.0"	Plant Mix Bituminous Base	= 1.8"	Aggregate Base
1.0"	Cement Treated Base	= 1.8"	Aggregate Base
1.0"	Oil Mat	= 1.1"	Aggregate Base
1.0"	Aggregate Subbase	= 0.8"	Aggregate Base
1.0"	Lime Treated Subgrade	= 0.8"	Aggregate Base

Above factors apply to materials that comply with Standard Specifications and Special Provisions.

TRAFFIC ANALYSIS

SECTION: Adrian (Snake River) Bridge

HIGHWAY: Adrian-Parma (FAR 23015)

COUNTY: Malheur

800 Present ADT (19 71)

40 Percent Trucks

AXLES	*TWO WAY TRUCK ADT*	*EXPANSION FACTOR*	*TOTAL TADT*	*MEAN TADT*	*ONE WAY EWL*	*AVERAGE ANNUAL EWL*
2	200	1.3	260	230	450	103,500
3	118	1.3	153	136	1000	136,000
4	1	1.3	1	1	1250	1,250
5	1	1.3	1	1	3180	3,180
6	0	----	---	---	2570	- - - -
				368	TOTAL	

TOTAL AVERAGE ANNUAL DESIGN EWL 243,930

TWENTY YEAR EWL 4,878,600

TRAFFIC COEFFICIENT 8.1

SECTION: Adrian (Snake River) Bridge

HIGHWAY: Adrian-Parma (FAR 23015)

COUNTY: Malheur

PAVEMENT TYPE SELECTION

Principal Factors Governing Selection

1. Traffic Classification: See attached sheet
2. Soils Characteristics: See design chart attached
3. Weather: See design chart attached
4. Performance of Similar Pavements in Area: Good X Fair ____ Poor ____
   Remarks: ____
5. Cost Comparisons: None made--See remarks.

Secondary Factors Governing Selection

6. Adjacent Existing Pavements: Asphaltic Concrete or Oil.
7. Stage Construction: Part of the design.
8. Depressed, Surface, or Elevated Design: Surface.
9. Conservation of Aggregates: Not a consideration.
10. Stimulation of Competition: Not a consideration.
11. Construction Consideration: Not a consideration.
12. Municipal Preference, Participating Local Government Preference, and Recognition of Local Industry: Not a consideration.
13. Traffic Safety: Not a consideration.
14. Availability of an Adaption of Local Materials or of Local Commercially Produced Paving Mixes: Local materials are adaptable to this type construction.

CONCLUSION AND REMARKS:

This is a short section, and traffic does not warrant the use of C.R.P.C.C.

RE[illegible]

FOR [illegible]

7760

February 16, 1971

Mr. R. E. Simpson
Division Engineer
Federal Highway Administration
477 Cottage Street N.E.
Salem, Oregon

Application for Section 144,
Chapter 1 of Title 23 U.S.C.
Funds to Reconstruct and
Replace Various Bridges

Dear Sir:

We hereby make application for an allocation of $3,350,000 from the funds established under Section 204 of the Federal Aid Highway Act of 1970, which amended Chapter 1 of Title 23 U.S.C. by adding Section 144, Special Bridge Replacement Program, to replace the obsolete and/or unsafe bridges in Oregon as described hereinafter.

The replacement priority is shown for each bridge as established from the current bridge inspection by our Maintenance Section. The bridges are located on federal-aid systems over major waterways. The replacement or reconstruction costs as shown are estimated for a comparable facility to provide for the type and volume of traffic involved.

A highway map of the State is enclosed showing the geographical location of each bridge.

Replacement Priority	Location, Description, Condition and Estimated Replacement Cost
1	Snake River (Adrian) Bridge #4412 on the Adrian-Parma Highway #452 (M.P. 0.21) (FAS Route #23-015) over the Snake River in Malheur County. The present bridge is 676' in length (4-169' steel thru trusses); horizontal clearance 19'0"; vertical clearance 12'-10"; distance to water surface 32'; design load H-09; built 1915; present posted load limit 60,000 lbs. The present ADT is 750 and the 1991 projected ADT is 1200. Inspection has revealed the wood stringers and decking have considerable decay and are badly weather-checked. The limited V.C. of 12'-10" has resulted in the truss members being damaged repeatedly by high loads. The truss members are pin connected and have been repaired and strengthened with auxiliary cables.

Replacement Priority	Location, Description, Condition and Estimated Replacement Cost

1 (continued)

The bridge is unsafe because of structural deficiency of the steel truss through continual impact damage and physical deterioration of the deck and stringers. The bridge is functionally obsolete as its limited load capacity, restricted horizontal and vertical clearance have made it practically a one-way facility of a limited nature which will not handle the majority of large motor vehicles used for transporting farm produce and farm equipment.

This bridge is of extreme importance to the community of Adrian and vicinity as it is the only access to that portion of Oregon's Malheur County which lies easterly of the Snake River and westerly of the Idaho State line without leaving the State and approaching the area from Idaho, which by the shortest route requires approximately 20 miles of additional travel. The area west of the Snake River is under irrigation and produces substantial quantities of produce and livestock; therefore, an adequate bridge is vital to the economics of that section of Malheur County. The 1970 Census shows the Adrian division of Malheur County as having a population of 1,149.

Estimated cost of comparable facility is $800,000.

2 South Santiam (Sanderson) River Bridge #1771 on the Albany-Lyons Highway #211 (ORE 226) (M.P. 1.45) (FAS Route 220) in Linn County. The existing bridge is 775' (4-19' P.T. spans, 1-131', 1-140', 1-352' steel thru trusses, 4-19' P.T. spans), has horizontal and vertical clearances of 18'-11" and 14' respectively, design loading H-10; posted load limit of 72,000 lbs. gross weight. The present ADT is 2,300 and the projected 1991 ADT is 3,700. This structure was originally built as a crossing of the Santiam River at Jefferson in 1910. It was removed from that location and reconstructed in its current position in 1933.

Inspection has revealed the untreated wood stringers and decking have considerable decay and the pin-connected trusses are frequently damaged due to the restricted clearance.

The bridge is unsafe because of physical deterioration of the stringers and decking as well as the structural deficiencies which result in the posting of a restrictive load limit. The

Location, Description, Condition and
Estimated Replacement Cost

(continued)

bridge is also functionally obsolete due to the limited horizontal clearance of 13'-11", which makes it a one-way structure for large vehicles and also restricts the loads which can be carried.

The bridge is of great economic importance to the city of Albany and the areas adjacent to the cities of Scio and Lyons as it controls the most direct route to these agricultural areas from the city of Albany as well as a direct route to the timber-producing areas near Detroit and Idanha.

Approximately 13% of the ADT are truck (approximately 48) of which approximately 10% are 5-axle combinations. During the agricultural season the number of trucks will increase almost tenfold. Those trucks which are legally loaded to 76,000 must travel by a circuitous route to reach area on either side of the bridge which, if the loads are lumber or produce, causes an economic drain on the inhabitants of the area which produce those items.

The estimated cost of a comparable replacement bridge is $1,000,000.

Coquille River Bridge #598 on the Coquille-Bandon Highway #244 (M.P. 17.08)(ORE 42S)(FAS Route 815) in Coos County. The existing bridge is 730' in length (6-19' frame trestle spans, 1-255' thru truss swingspan, 7-19' frame trestle spans and 12-19' pile trestle spans), horizontal clearance 17'-8", vertical clearance 14'-9", and was built in 1921. The present ADT is 2,100 and the projected 1991 ADT is 3,600 vehicles.

Inspection has revealed considerable decay in bent piling, frame bent sills and posts, stringers and decking; also, the drawrest piling and sheathing are badly decayed.

The bridge is unsafe because of physical deterioration. The bridge is also functionally obsolete due to the limited 17'-8" horizontal clearance which makes it a potential hazard to the average motorist and, for all practical purposes, limits it to one-way traffic for large trucks.

Replacement Priority	Location, Description, Condition and Estimated Replacement Cost

3 (continued)

The bridge is of economic importance to the city of Bandon because it controls the most direct route to the city of Coquille and the interior city of Roseburg. The bridge is of great economic importance to the inhabitants of Riverton and vicinity for the movement of agricultural supplies and commodities to and from Coquille. The route ADT varies from 1,100 vehicles just north of Riverton to 2,100 vehicles at the bridge in Coquille, indicating the population in the vicinity are dependent upon this bridge as a means of getting to employment in Coquille or transportation of agricultural commodities.

The estimated cost of a comparable bridge is $1,200,000.

4 Willamette River (Harrisburg) Bridge #533 on the Albany-Junction City Highway #58 (M.P. 29.09)(US 99E)(FAP Route #3) in Lane and Linn Counties. The existing structure is 2,205' in length (3-100' thru truss spans, 66-25' and 1-15' pile trestle spans, concrete deck on trusses), the horizontal clearance is 23'-6", the vehicle clearance is 14'-11" and design loading is H-20. The structure was constructed in 1925. The present ADT is 4,000 vehicles and the projected 1991 ADT is 7,600 vehicles.

The inspection of this structure has shown the wood stringers and decking on the pile trestle spans are badly decayed. The decking is in extremely poor condition and continually breaks through causing patching which has been done so much that little continuity remains in the decking and consequently there is deficiency in the load transfer to the stringers.

The bridge is becoming unsafe because of physical deterioration of the approach spans. The structure has become functionally obsolete relative to the volume of present and projected traffic as the restricted clearance causes a major potential hazard to all vehicles, especially the larger trucks.

The bridge is economically important to the population in the vicinity of Harrisburg and Halsey on the east side of

Replacement Priority	Location, Description, Condition and Estimated Replacement Cost

4 (continued)

the river and Junction City and Monroe on the west side for the transportation of agricultural supplies, equipment and produce. The route (US 99E), of which the bridge is a vital segment, provides the most economical service to the agricultural area (approximately 10 miles east and west by 23 miles north and south)(bounded on the west by the Willamette River and on the east by I-5) from Albany from the north and Eugene from the south.

The estimated cost of a comparable bridge is $4,700,000.

5 Rogue River (Robertson) Bridge #1592 on the Rogue River Loop Highway #260 (M.P. 12.91)(FAS Route 17-010) in Josephine County. The existing structure is 583' (4-19' frame trestle spans, 2-130', 1-90' thru truss spans, 3-19' frame trestle spans), has horizontal clearance 19'-3" and vertical clearance 13', distance to water surface 55', design loading H-10 and posted gross load limit 60,000 lbs. The bridge was built in 1929. The present ADT is 280 vehicles and the projected 1991 ADT is 500.

Inspection has revealed decay is prevalent throughout the wooden decking, stringers and frame trestles. Constant patching and replacement of timber members is required.

The bridge is becoming unsafe because of structural deterioration. Also due to structural deficiency of a 13' vertical clearance and a 19' horizontal clearance combined with a posted gross load limit of 60,000 lbs. has virtually made the bridge one way for large vehicles and presents a major potential hazard to motorists when occupied by a truck and auto traveling in opposite directions.

The bridge is very vital to the economics of that part of the community of Robertson which lies on the west side of the Rogue River as it provides the shortest route for transportation of agricultural equipment, supplies and produce to and from Grants Pass. The structure provides the community on the west side of the river, the most direct route to the community of Merlin (to the northeast) for postal and Southern Pacific rail services.

The estimated cost of a comparable bridge is $650,000.

We trust this information is sufficient to allow the allocation of $8,350,000 to the State of Oregon to replace the five bridges under the provisions of Section 144, Chapter 1 of Title 23, United States Code, which section was added by Section 204 of the Federal-Aid Highway Act of 1970.

Very truly yours,

R. L. Porter
State Highway Engineer

Enclosures

cc: Tom Edwards
F. B. Klaboe
A. E. Johnson
Victor D. Wolfe
I. D. Merchant
Frank L. Hall
L. H. Young
R. N. Chase

RNC:ia

STATE OF OREGON

Microfilmed Public Record

(In accordance with the provisions of ORS 192.040 through 192.070)

Name of Agency: Dot

Title of Record Series: Construction Contracts

Arrangement of Records: By Contract Number

Index:

INDEXING: Begins with 7741 Ends with: 7760

FLASH CARDS: Cont From Reel 157

Remarks:

Reel No. 158 Reduction Ration 21 X Project No.

Camera: Name Bell/Howell Model File Master Film 16mm AH 4

CAMERA OPERATOR'S CERTIFICATE

I certify that I have on this 18 day of Jan 19 83 photographed the documents appearing on this roll of film, that they are true copies of documents, found in the record file described above, and that the integrity of the above described record file has been maintained on the film by microfilming each document in the exact order in which it was found in the file, with the exception, if any, of documents omitted because of technical difficulties and/or by error, as indicated on the film in the cross-reference notes or retake certificate.

I further certify that the microfilm on which these documents are recorded was procured as permanent film of the slow burning cellulose ester or polyester type known as safety photographic film, conforming to applicable standards of the American National Standards Institute; and that the processing conforms to the standards for permanent film; and that sample of film processed by this Service are periodically tested.

Signature Gayle Cavaliere